



AGENDA

For the Council Meeting to be Held
At the Saanich Municipal Hall,
770 Vernon Avenue,
MONDAY, MAY 16, 2016.

I 6:00 P.M., COMMITTEE ROOM NO. 2

Motion to close the meeting to the public in accordance with Section 90(1)(j) of the *Community Charter*.

II 7:30 P.M., COUNCIL CHAMBERS

A. ADOPTION OF MINUTES

1. Council Meeting held May 9, 2016
2. Committee of the Whole Meeting held May 9, 2016

B. BYLAWS FOR FINAL READING, RATIFICATION OF PERMIT APPROVAL, BYLAWS FOR FIRST READING (SUBJECT TO PUBLIC HEARING)

1. **40 LURLINE AVENUE – REZONING TO RD-1**
P. 4 Final reading of the “Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9352” and approval of **Development Permit DPR00593**. To rezone from Zone RS-6 (Single Family Dwelling) to Zone RD-1 (Two Family Dwelling) to expand a legal non-conforming duplex.
2. **ZONING BYLAW AMENDMENT – NEW ZONE M-3 B/D**
P. 5 First reading of the “Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9387”. To create a new zone M-3 B/D (Industrial Park Brewery/Distillery Retail Sales).
3. **761 ENTERPRISE CRESCENT – REZONING TO M-3 B/D**
P. 8 First reading of the “Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9388”. To rezone from Zone M3 (Industrial Park) to a new M-3 B/D Zone for a proposed brewery/distillery.
4. **4007 AND 4011 RAINBOW STREET – REMOVAL FROM THE ENVIRONMENTAL DEVELOPMENT PERMIT AREA (EDPA)**
P. 9 First reading of the “Official Community Plan Bylaw, 2008, Amendment Bylaw, 2016, No. 9389”. To amend Plate 18 of Schedule 3 of Appendix N (Development Permit Areas Justification and Guidelines) of the Environmental Development Permit Area Atlas for the removal of the subject properties from the EDPA Atlas.
5. **4351 GORDON HEAD ROAD – REMOVAL FROM THE ENVIRONMENTAL DEVELOPMENT PERMIT AREA (EDPA)**
P. 11 First reading of the “Official Community Plan, 2008, Amendment Bylaw, 2016, No. 9390”. To amend Plate 29 of Schedule 3 of Appendix N (Development Permit Areas Justification and Guidelines) of the Environmental Development Permit Area Atlas for the removal of the Coastal Bluff at the subject property from the EDPA Atlas.

C. PUBLIC INPUT (ON BUSINESS ITEMS D, E, F & G)

D. RESOLUTIONS FOR ADOPTION

1. **REQUEST FOR PROPOSAL 13/16 – HIRED TRUCKS AND EQUIPMENT**
P. 13 Report of the Director of Engineering dated May 2, 2016 recommending that Council split the awarding of Request for Proposal 13/16 – Hire Trucks and Equipment to three vendors for sections as outlined in the report and with estimated annual values as follows: Weebee Hauling & Services for \$265,785; Arbutus Excavating Ltd. for \$230,000; and Don Mann Excavating for \$355,310.
2. **REQUEST FOR PROPOSAL 16/16 – HYPER CONVERGED INFRASTRUCTURE DESIGN AND INSTALL**
P. 15 Report of the Director of Corporate Services dated April 6, 2016 recommending that Council award Request for Proposal 16/16 – Hyper Converged Infrastructure Design and Install to Myra Systems Corporation with an estimated cost of \$1,101,418 for systems implementation costs including travel

and related expenses (excluding applicable taxes, subject to change orders within approved budget); and \$97,364 annually (\$486,820 paid lump sum excluding applicable taxes) for ongoing managed services.

3. **TENDER 02/16 – GEORGE PEARKES GOLD ARENA ROOF REPLACEMENT**
P. 17 Report of the Director of Engineering dated May 6, 2016 recommending that Council award Tender 02/16 – George Pearkes Gold Arena Roof Replacement, and change orders within project budget, to Parker Johnston Industries Ltd., in the amount of \$435,000 (excluding GST).
4. **TENDER 03/16 – GORDON HEAD RECREATION CENTRE BUILDING ENVELOPE REPLACEMENT**
P. 19 Report of the Director of Engineering dated May 6, 2016 recommending that Council award Tender 03/16 – Gordon Head Recreation Centre Building Envelope Replacement, and change orders within project budget, to Integrity Exteriors Ltd. in the amount of \$531,290 (excluding GST).
5. **TENDER 07/16 – DUCTILE IRON PIPE AND PLASTIC PIPE**
P. 21 Report of the Director of Engineering dated May 6, 2016 recommending that Council award Tender 07/16 – Ductile Iron Pipe and Plastic Pipe to Emco Corporation Ltd “Waterworks Div” in the amount of \$603,242 (based on estimated quantities and excluding taxes).
6. **TENDER 09/16 – COLQUITZ RIVER TRAIL**
P. 23 Report of the Director of Engineering dated May 6, 2016 recommending that Council award Tender 09/16 – Colquitz River Trail, and change orders within project budget, to Jacob Bros. Construction Inc. in the amount of \$696,000 (excluding GST).
7. **TENDER 13/16 – GRANGE ROAD WATER MAIN UPDATE**
P. 25 Report of the Director of Engineering dated May 6, 2016 recommending that Council award Tender 13/16 – Grange Road Water Main Update, and change orders within project budget, to Don Mann Excavating Ltd. in the amount of \$1,146,377 (excluding GST).
8. **TENDER 15/16 – WILKINSON ROAD, BRIDGE AND COLQUITZ RIVER TRAIL**
P. 27 Report of the Director of Engineering dated May 6, 2016 recommending that Council:
 - 1) award Tender 15/16 – Wilkinson Road, Bridge and Colquitz River Trail, and change orders within project budget, to Don Mann Excavating Ltd. in the amount of \$3,974,661 (excluding GST); and
 - 2) increase the project budget by reallocating \$608,000 from the Community Works Fund to the Wilkinson Road, Bridge and Colquitz River Trail project.
9. **SOLE SOURCE PURCHASE OF ORACLE LICENSES FOR THE JD EDWARDS UPGRADE AND HR/PAYROLL SOFTWARE PROJECTS**
P. 29 Report of the Director of Corporate Services and the Director of Finance dated May 10, 2016 recommending that Council approve the purchase of an additional JDE Bundle providing pre-developed training, reporting, additional human resources and other functionality in the amount of \$188,280 excluding applicable taxes.

E. RECOMMENDATIONS FROM COMMITTEES

1. **2015 AUDIT FINDINGS REPORT AND AUDITED FINANCIAL STATEMENTS**
P. 31 Recommendation from the May 12, 2016 Finance, Audit and Personnel Standing Committee Meeting that Council accept the 2015 Audit Findings Report and 2015 Audited Financial Statements. (Distributed separately)
2. **2015 FINANCIAL INFORMATION ACT SUBMISSION**
P. 33 Recommendation from the May 12, 2016 Finance, Audit and Personnel Standing Committee Meeting that Council accept the 2015 Financial Information Act Report. (Distributed separately)
3. **LABELS FOR GAS PUMPS**
P. 35 Recommendation from the April 26, 2016 Environment and Natural Areas Advisory Committee that Council request staff explore the financial feasibility and the legal implications with regard to the

labeling of gas pump handles; and the materials distributed at the April 26, 2016 Environment and Natural Areas Advisory Committee meeting be provided to staff as supporting documentation.

F. REPORTS FROM MEMBERS OF COUNCIL

1. **JOINT COUNCIL MEETING – DISTRICTS OF SAANICH AND CENTRAL SAANICH**
P. 39 Report from Councillor Brice dated May 12, 2016 recommending that Council direct staff to facilitate a Council to Council meeting with the District of Central Saanich with meeting invitations sent to the Peninsula and Area Agricultural Commission (PAAC) to discuss common agricultural issues and interests.
2. **SUPPORT FOR WILDFIRES IN NORTHERN ALBERTA**
P. 40 Further to the Notice of Motion from the May 9, 2016 Council meeting, Memo from Councillor Plant requesting Council endorse a resolution to support regional fundraising initiatives or activities to support those in need as a result of the loss caused by wildfires in Northern Alberta.

G. REPORTS FROM THE ADMINISTRATOR OR DIRECTORS

1. **ACTIVE TRANSPORTATION PLAN TERMS OF REFERENCE**
P. 41 Report of the Director of Engineering dated May 6, 2016 recommending that Council endorse the Terms of Reference for the Active Transportation Plan.
2. **INFORMAL REFERRAL – DRAFT 2016 REGIONAL GROWTH STRATEGY**
P. 56 Report of the Director of Planning dated May 3, 2016 recommending that Council may wish to provide feedback to the Capital Regional District on the potential inclusion of a food and agricultural section; support for the retention of piped water servicing as a growth management tool; enhanced content with respect to economic development; and suggested changes to the Saanich Community Profile that would bring the profile in better alignment with the current Saanich Official Community Plan.

* * * Adjournment * * *

AGENDA

For the Committee of the Whole Meeting

** IMMEDIATELY FOLLOWING**

The Council Meeting in the Council Chambers

1. **APPLICATION FOR INCLUSION IN THE SEWER SERVICE AREA – 4134 AND 4138 HOLLAND AVENUE**
P. 166 Report of the Director of Engineering dated May 6, 2016 recommending that Council approve the inclusion of 4134 and 4138 Holland Avenue in the Sewer Service Area.
2. **5117 DEL MONTE AVE– SUBDIVISION AND REZONING**
P. 171 Report of the Director of Planning dated April 22, 2016 recommending that Council approve the rezoning of the property from Zone A-1 (Rural) to Zone RS-10 (Single Family Dwelling) and that final reading of the Zoning Amendment Bylaw be withheld pending registration of a covenant to secure the requirements as outlined in the report for a proposed subdivision to create four additional lots.

* * * Adjournment * * *

“IN CAMERA” COUNCIL MEETING IMMEDIATELY FOLLOWS

encl May 16/16



LEGISLATIVE SERVICES

Mayor
Councillors
Administrators

Council
Administration
Media

Memo

To: Mayor and Councillors
From: Donna Dupas, Legislative Manager
Date: May 11, 2016
Subject: **40 Lurline Avenue – Final Reading of “Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9352” and Approval of Development Permit**

File: 2870-30 Lurline

At their meeting held May 9, 2016 Council gave second and third reading to the above noted bylaw to rezone the subject property from Zone RS-6 (Single Family Dwelling) to Zone RD-1 (Two Family Dwelling) to expand a legal non-conforming duplex. Final reading of the bylaw and ratification of the Development Permit were withheld pending registration of a covenant to secure decommissioning one of the existing two kitchens; that the proposed addition is constructed to EnerGuide 82 or equivalent, and include heat pumps and pre-ducting for solar.

There are no outstanding items to be addressed so Council is requested to:

- a) give final reading to the "Zoning Bylaw, 2003, Amendment Bylaw, 2016, No. 9352", and
- b) approve and issue Development Permit DPR00593.

This item is scheduled for the Council Meeting on May 16, 2016. If you have any questions please contact me at extension 3500.

A handwritten signature in black ink, appearing to read "Donna Dupas".

Donna Dupas,
Legislative Manager

dh

cc: Paul Thorkelsson, Chief Administrative Officer
Carrie MacPhee, Director of Legislative Services
Sharon Hvozdzanski, Director of Planning
Harley Machielse, Director of Engineering

CM
B.1

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9387

TO AMEND BYLAW NO. 8200,
BEING THE "ZONING BYLAW, 2003"

The Municipal Council of The Corporation of the District of Saanich enacts as follows:

- 1) Bylaw No. 8200, being the "Zoning Bylaw, 2003" is hereby amended as follows:
 - (a) By adding to Subsection 4.1 – Zones, the following new classification under Industrial:

"M-3B/D"
 - (b) By adding to Subsection 4.2 – Zone Schedules, a new Zone Schedule 1703 – Industrial Park Brewery/Distillery Retail Sales Zone M-3B/D, attached hereto as Schedule "A".
 - (c) In Section 2 – DEFINITIONS

By adding, in alphabetical order, the following new definition:

"Brewery/Distillery - means an establishment engaged in the brewing and/or distilling of alcohol for human consumption and may include within the principle building, a tasting room, meeting/presentation room, and retail sales incidental to the brewery/distillery use including retail sale of alcoholic beverages made on the site for consumption elsewhere than on the premises."
- 2) This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2016, NO. 9387**".

Read a first time this ____ day of _____.

Public Hearing held at the Municipal Hall on the ____ day of _____.

Read a second time this ____ day of _____.

Read a third time this ____ day of _____.

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the ____ day of _____.

Municipal Clerk

Mayor

CM
B.2

SCHEDULE 1703 INDUSTRIAL PARK BREWERY/DISTILLERY RETAIL SALES ZONE**1703.1 Uses Permitted**

Uses Permitted:

- (a) Warehousing
- (b) Wholesaling and Wholesale Distribution
- (c) Retail Sales Incidental to a Warehousing or Wholesale Function
- (d) Office
- (e) Industry
- (f) Commercial Instruction and Education
- (g) Research
- (h) Food Processing
- (i) Accessory Residential
- (j) Veterinary Clinic and Veterinary Hospital
- (k) Cable Hub Site
- (l) Rental and Repair of Household Items, Tools, Appliances and Small Equipment
- (m) Beverage Container Depot

1703.2 Prohibited Uses

Prohibited Uses:

All uses not permitted by Section 1703.1 and, without limiting the generality of the foregoing:

- (a) The operation of sawmills, blast furnaces, foundries, and drop forges.
- (b) The incinerating, processing, rendering, or canning of fish, animal or vegetable products which will result in any vibration, noise, heat, glare, odours, smoke, or fumes detectable from outside any building or structure on the lot, and the manufacture of matches, paper, or rubber.
- (c) The manufacturing, processing, refining, mixing or bulk storing of petroleum, bitumen, coal, or tar products or derivatives and corrosive, noxious, highly flammable or explosive minerals, chemicals, gases and fission or fusion products.
- (d) The smelting, refining and reducing of minerals or metallic ores.
- (e) The operation of stock yards, the slaughtering of animals, or poultry, the manufacturing of fertilizer.

- (f) The wrecking, salvaging or storing of salvage, scrap or junk except as an accessory use.
- (g) Unenclosed storage.
- (h) The direct sale of motor fuels to customers on site.

1703.3 Buildings and Structures

Buildings and Structures:

- (a) Shall be sited not less than:
 - (i) 15.0 m (49.2 ft) from a front lot line.
 - (ii) 7.5 m (24.6 ft) from a rear lot line and 0 m from a landscape area as required by subsection 6.6 of this bylaw.
 - (iii) 15.0 m (49.2 ft) from an exterior side lot line.
 - (iv) 6.0 m (19.7 ft) from an interior side lot line or 0 m from a landscape area as required by subsection 6.6 of this bylaw; provided that the minimum setback may be reduced to 0 m on one side only in the case of lots of less than 4000 m² (43057 ft²) in size.
- (b) Shall not exceed a height of 10.0 m (32.8 ft).

1703.4 Retail Sales Incidental to Warehouse, Wholesaling, or Brewery/ Distillery

Retail Sales Incidental to Warehouse, Wholesaling, or Brewery/Distillery:

- (a) No area outside a building shall be used for the display or storage of goods or products available for retail sale.
- (b) A retail sales area for any business shall not exceed 25% of the Gross Floor Area of any buildings or parts of buildings which are on the parcel and used by the business.

SCHEDULE 1703 INDUSTRIAL PARK BREWERY/DISTILLERY RETAIL SALES ZONE

1703.5 Minimum Lot Size

Minimum Lot Size:

No land shall be subdivided into lots having a width or an area less than:

(a) Standard Lot

- width 30 m (98.4 ft)
- area 2000 m² (21529 ft²)

(b) Panhandle Lot

- not permitted

1703.6 Beverage Container Depots

Beverage Container Depots:

Collection activities and storage to be conducted entirely within a building or fully enclosed structure.

1703.7 General

General:

- (a) The relevant provisions of Sections 5,6,7,8, and Schedule B of this bylaw shall apply.

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 9388

TO AMEND BYLAW NO. 8200,
BEING THE "ZONING BYLAW, 2003"

The Municipal Council of The Corporation of the District of Saanich enacts as follows:

- 1) Bylaw No. 8200, being the "Zoning Bylaw, 2003" is hereby amended by deleting from Zone M-3 and adding to Zone M-3B/D the following lands:

Lot 1, Section 8B, Lake District, Plan 33271, Except Part in Plan 34703

(761 Enterprise Crescent)
- 2) This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2016, NO. 9388**".

Read a first time this ____ day of _____.

Public Hearing held at the Municipal Hall on the ____ day of _____.

Read a second time this ____ day of _____.

Read a third time this ____ day of _____.

Approved under Part 4 of the *Transportation Act* on the ____ day of _____, 2016.

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of the Corporation on the ____ day of _____, 2016.

Municipal Clerk

Mayor

**CM
B.3**

THE CORPORATION OF THE DISTRICT OF SAANICH
BYLAW NO. 9389
TO AMEND BYLAW NO. 8940,
BEING THE "OFFICIAL COMMUNITY PLAN BYLAW, 2008"

The Municipal Council of The Corporation of the District of Saanich enacts as follows:

- 1) Bylaw No. 8940, being the "Official Community Plan Bylaw, 2008" is hereby amended by deleting Plate 18 from Schedule 3 of Appendix "N" (Development Permit Areas Justification and Guidelines) of the Environmental Development Permit Area Atlas and substituting therefor a new Plate 18, attached hereto as "Schedule "A" and dated May 9, 2016.

(For the removal of 4007 and 4011 Rainbow Street from the Environmental Development Permit Area Atlas.)

- 2) This Bylaw may be cited for all purposes as the "**OFFICIAL COMMUNITY PLAN BYLAW, 2008, AMENDMENT BYLAW, 2016, NO. 9389**".

Read a first time this ____ day of _____.

Public Hearing held at the Municipal Hall on the ____ day of _____.

Read a second time this ____ day of _____.

Read a third time this ____ day of _____.

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of The Corporation on the ____ day of _____.

Municipal Clerk

Mayor

CM
B.4



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Schedule 3 to Appendix N of the OCP Bylaw, 2008, No. 8940

Environmental Development Permit Area
 The Environmental Development Permit Area (EDPA), consists of Environmentally Significant Areas (ESAs) and designated buffers. Please refer to the EDPA Guidelines and figures for details. Contact Saanich Environmental Services if you have questions. The Streams and Development Permit Area is in a separate atlas.

EDPA - Protected & Federal Data

Sensitive Ecosystem Inventory and 10m buffer

- Coastal Duff
- Terrestrial Herbaceous
- Open Forest
- Riparian
- Sensitive Vegetated
- Woodland
- Marine Wetland Vegetation
- Conservation Data Centre Rare Plant, Animal or Plant Association Site (Wildlife Tree Area (WTSI))

EDPA - Municipal Data

- Isolated Wetland
- Water Course or Waterbody and 10m Buffer
- Marine Backshore and 15m buffer

Background Data

- Saanich Wetlands
- Water Course
- Water Body
- Culvert
- Park
- Property Boundary
- Municipal Boundary

Schedule A Bylaw No. 9389

THE CORPORATION OF THE DISTRICT OF SAANICH
BYLAW NO. 9390
TO AMEND BYLAW NO. 8940,
BEING THE "OFFICIAL COMMUNITY PLAN BYLAW, 2008"

The Municipal Council of The Corporation of the District of Saanich enacts as follows:

- 1) Bylaw No. 8940, being the "Official Community Plan Bylaw, 2008" is hereby amended by deleting Plate 29 from Schedule 3 of Appendix "N" (Development Permit Areas Justification and Guidelines) of the Environmental Development Permit Area Atlas and substituting therefor a new Plate 29, attached hereto as "Schedule A" dated May 9, 2016.

(For the removal of the Coastal Bluff at 4351 Gordon Head Road from the Environmental Development Permit Area Atlas.)

- 2) This Bylaw may be cited for all purposes as the **"OFFICIAL COMMUNITY PLAN BYLAW, 2008, AMENDMENT BYLAW, 2016, NO. 9390"**.

Read a first time this ____ day of _____.

Public Hearing held at the Municipal Hall on the ____ day of _____.

Read a second time this ____ day of _____.

Read a third time this ____ day of _____.

Adopted by Council, signed by the Mayor and Clerk and sealed with the Seal of The Corporation on the ____ day of _____.

Municipal Clerk

Mayor

**CM
B.5**



05-1296-001	01	02
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**Schedule 3 to
Appendix N of the OCP
Bylaw, 2008, No. 8940**

Environmental Development Permit Atlas

The Environmental Development Permit Area (EDPA) consists of Environmentally Significant Areas (ESAs) and designated buffers. Please refer to the EDPA Guidelines and figures for details. Contact Saanich Environmental Services if you have questions. The Streamside Development Permit Area is in a separate atlas.

EDPA - Provincial & Federal Data

- CS** Sensitive Ecosystem Inventory and 10m buffer
- CD** Coastal Duff
- HT** Terrestrial Herbaceous
- CF** Clear Forest
- IS** Riparian
- SV** Scattered Vegetation
- WD** Wooded
- WV** Native Wetland Vegetation
- CD** Conservation Data Centre Rare Plant, Animal or Plant Association Site
- MTS** Middle Tree Area (MTS)

- EDPA - Municipal Data**
- Isolated Wetland Watercourse or Waterbody and 10m buffer
 - Marine Backshore and 15m buffer

- Background Data**
- Saanich Wetlands
 - Water Course
 - Water Body
 - Culvert
 - Park
 - Property Boundary
 - Municipal Boundary

**Schedule A
Bylaw No. 9390**



The Corporation of the District of Saanich

Report

Mayor
Councillors
Administrator

Council
Administration
Media
Proponents
May 16/16

To: Mayor and Council
From: Harley Machielse, Director of Engineering
Date: May 2, 2016
Subject: Request for Proposal (RFP 13/16) Hired Trucks and Equipment

The purpose of this report is to request approval to award Hired Trucks and Equipment with Operators, as and when requested for one year (1) with the option to renew for two (2) additional one (1) year periods upon mutual agreement.

The request was divided into 4 sections (Dump Trucks, Backhoes, Excavators and Slingers) for a total of 13 rental categories. Responses were received from the following vendors:

- Don Mann Excavating Ltd. (responded to all 4 sections)
- WeeBee Hauling and Services Ltd. (responded to Dump Trucks only)
- Arbutus Excavating Ltd. (responded to Excavators only)

Proposals were evaluated on the Capacity to Provide Services, Experience and References, Pricing and Corporate Sustainability Practices. WeeBee Hauling Services, Arbutus Excavating Ltd. and Don Mann Excavating scored the highest in the sections noted below on this combined criteria, with a thorough proposal.

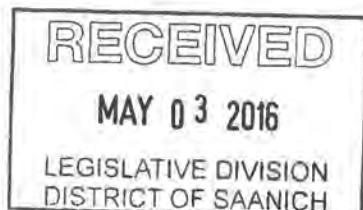
The estimated spend is approximately \$920,000 per year.

Funding for this work is available within the Capital and Maintenance Budgets.

RECOMMENDATION:


That Request for Proposal 13/16– Hired Trucks and Equipment be awarded to the highest scoring compliant Proponent in each of the following sections and that this award be split between the three vendors as follows:

COMPANY NAME	SECTION/DESCRIPTION	Yearly approx. cost (2015 usage)
WeeBee Hauling & Services	Section 1 - Single Axle Tandem Axle Dump Trucks and Trailer (Pup)	\$265,785.00
Arbutus Excavating Ltd.	Section 3 – Excavators and accessories	\$230,000.00
Don Mann Excavating Ltd.	Section 2 – Backhoes & accessories Section 4 - Slinger Rental	\$355,310.00

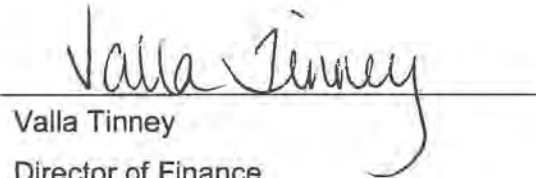


CM
D.1

Prepared by


Harley Machielse
Director of Engineering

Reviewed by


Valla Tinney
Director of Finance

CAO COMMENTS:

I endorse the recommendation of the Director of Engineering.


Paul Thorkelsson, CAO

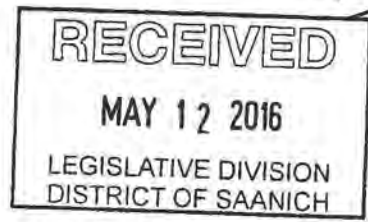


Mayor
Councillors
Administrator

Council
Administrat.
Media

The Corporation of the District of Saanich

Report



To: Mayor and Council
From: Laura Ciarniello, Director of Corporate Services
Date: April 6, 2016
Subject: Award of RFP 16/16 Hyper Converged Infrastructure Design and Install

PURPOSE

The purpose of this report is to award the contract for Hyper Converged Infrastructure Design and Install.

BACKGROUND

Strategic Initiative L2c under Service Excellence in the 2015-2018 Strategic Plan includes Storage and Server upgrades. The projects are incorporated into 2016-2020 Financial Plan.

DISCUSSION

A Request for Proposal (RFP) 16/16 was issued for the selection of a qualified Proponent ("Contractor") to design and supply a Hyper Converged Infrastructure (HCI) & Replication Solution.

The Contractor will provide all professional services for design, delivery, rack & stack, complete deployment & configuration, process documentation, build and run book, staff training, and five (5) years of hardware and software support.

Three responses were received from the following vendors:

- Compugen Inc.
- Long View Systems
- Myra Systems Corporation

Proposals were evaluated on Company Overview, Similar Projects References & Resource Experience, Methodology and Approach, Equipment Pricing /Service Fee Structure, Software Licensing Impact, and Corporate Sustainability Practices. Myra Systems Corporation scored the highest on the combined criteria with a thorough proposal and presentation.

This implementation project is funded from the IT 2016 capital budget; the five year annual maintenance service is an operating expenditure which will be expensed annually commencing with implementation part way through 2016. This partial year expenditure can be funded within existing budgets in 2016 through reallocation or deferral, but will require a budget addition based on the contractual commitment in 2017.

RECOMMENDATION:

That the contract for Hyper Converged Infrastructure Design and Install be awarded to Myra Systems Corporation, as the best overall proposal with an estimated cost of:

1. \$1,101,418 for systems implementation costs including travel and related expenses (excluding applicable taxes, subject to change orders within approved budget)
2. \$97,364 annually (486,820 paid lump sum excluding applicable taxes) for ongoing managed services.

Prepared by 


Laura Ciarniello
Director of Corporate Services

Reviewed by 

Valla Tinney
Director of Finance

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation of the Director of Engineering.



Paul Thorkelsson, Administrator

1410.04 Eng.
x 5370-30



The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Council
Administrator
Media
Vendors
May 9/16 JH

Report

To: Mayor and Council
From: Harley Machielse, Director of Engineering
Date: May 6, 2016
Subject: Award of Tender #02/16 George Pearkes Gold Arena Roof Replacement

PURPOSE

The purpose of this report is to request approval to award Tender # 02/16 George Pearkes Gold Arena Roof Replacement.

BACKGROUND

A tender was issued for the supply of all materials, equipment, labour and services necessary to replace the flat roofing and exterior wall siding adjacent the Gold Arena at George Pearkes Recreation Centre. The project is to be carefully planned and executed to minimize disruption to the facility's operations.

SUMMARY

Four responses were received from the following vendors (rounded to the nearest dollar and excluding GST):

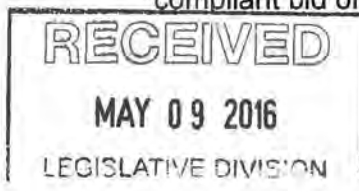
• Parker Johnston Industries Ltd.	\$ 435,000
• Top Line Roofing Ltd.	\$ 453,722
• Flynn Canada Ltd.	\$ 456,276
• Alpha Roofing & Sheet Metal Inc	\$ 473,590

Funding for this work is available within the Community Facilities 2016 Capital Budget.

RECOMMENDATION

That **Tender # 02/16 George Pearkes Gold Arena Roof Replacement**, and change orders within project budget, be awarded to **Parker Johnston Industries Ltd.**, who submitted the low compliant bid of **\$ 435,000** (excluding GST).

CM
D.3



Prepared by



Harley Machielse

Director of Engineering

Reviewed by

for  _____
for Valla Tinney

Director of Finance

CAO COMMENTS:

I endorse the recommendation of the Director of Engineering.



Paul Thorkelsson, CAO



The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Media
Vendors
May 9 116 BH

Report

To: Mayor and Council
From: Harley Machielse, Director of Engineering
Date: May 6, 2016
Subject: Award of Tender # 03/16 Gordon Head Recreation Centre Building Envelope Replacement

PURPOSE

The purpose of this report is to request approval to award Tender # 03/16 Gordon Head Recreation Centre Building Envelope Replacement.

BACKGROUND

A tender was issued for the supply of all materials, equipment, labour and services necessary to replace the building envelope of select walls at Gordon Head Recreation Centre. The project is to be carefully planned and executed to minimize disruption to the facility's operations.

SUMMARY

Four responses were received from the following vendors (rounded to the nearest dollar and excluding GST):

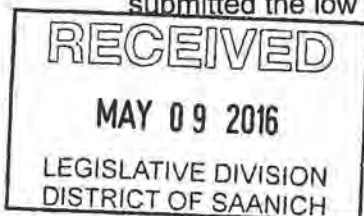
- Integrity Exteriors Ltd. \$ 531,290
- Farmer Construction Ltd. \$ 585,245
- Knappett Projects Inc. \$ 636,168
- Saywell Contracting Ltd. \$ 690,000

Funding for this work is available within the Community Facilities 2016 Capital Budget.


RECOMMENDATION

That Tender # 03/16 Gordon Head Recreation Centre Building Envelope Replacement, and change orders within project budget, be awarded to Integrity Exteriors Ltd., who submitted the low compliant bid of \$ 531,290 (excluding GST).

CM
D.4



Prepared by



Harley Machielse
Director of Engineering

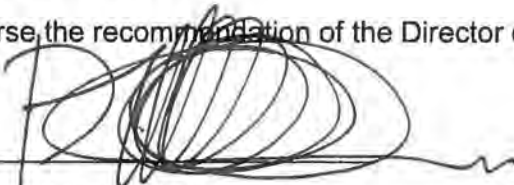
Reviewed by



for Valla Tinney
Director of Finance

CAO COMMENTS:

I endorse the recommendation of the Director of Engineering.



Paul Thorkelsson, CAO

1410-04 Eng
X:5370 30

Cnc1 May 16/16



The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Media
*vendors
May 6/16 Bn*

Report

To: Mayor and Council
From: Harley Machielse, Director of Engineering
Date: May 6, 2016
Subject: Award of Tender #07/16 Ductile Iron Pipe and Plastic Pipe

PURPOSE

The purpose of this report is to request approval to award **Tender #07/16 Ductile Iron Pipe and Plastic Pipe.**

BACKGROUND

A tender was issued for the supply of Ductile Iron Pipe and Plastic Pipe as and when requested by the District for a one-year term ending April 31, 2017 with an option to extend for two (2) additional one (1) year terms.

SUMMARY

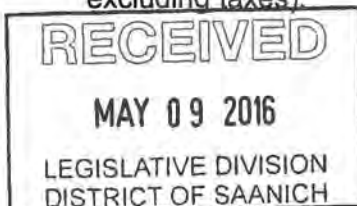
Three responses were received from the following vendors (based on the annual anticipated schedule of quantities and rounded to the nearest dollar and excluding taxes):

- **Emco Corporation Ltd. "Waterworks Div."** \$ 603,242
- Andrew Sheret Ltd. \$ 603,992
- Corix Water Products \$ 625,649

The weighted average price increase is 13% over 2015 prices. Funding for this material is available within the Engineering and Utilities Operating Budget.

RECOMMENDATION

That **Tender #07/16 Ductile Iron Pipe and Plastic Pipe** be awarded to **Emco Corporation Ltd. "Waterworks Div."** who submitted the low bid of \$603,242 (based on estimated quantities and excluding taxes).



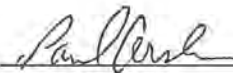
CM
D.5

Prepared by



Harley Machielse
Director of Engineering


Reviewed by



for Valla Tinney
Director of Finance

CAO COMMENTS:

I endorse the recommendation of the Director of Engineering.



Paul Thorkelsson, CAO

1410-04 Eng
x 537030

encl May 16/16



The Corporation of the District of Saanich

Mayor
Councillors
Administrator

Council
Administrator
Media

Vendors
May 9/16/16

Report

To: Mayor and Council
From: Harley Machielse, Director of Engineering
Date: May 6, 2016
Subject: Award of Tender #09/16 Colquitz River Trail

PURPOSE

The purpose of this report is to request approval to award **Tender #09/16 Colquitz River Trail**.

BACKGROUND

The Wilkinson Road, Bridge and Colquitz River Trail project has been divided into two separate contracts. The first contract is for the road and bridge work with a short section of trail included and the second contract, which is the subject of this report, is the remainder of the Colquitz River Trail.

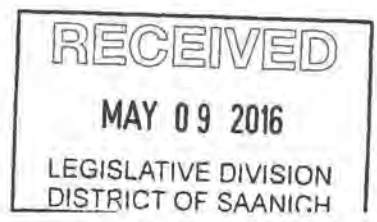
The trail tender was issued for the supply of all materials, equipment, labour and services necessary for trail works and boardwalk construction along the Colquitz River between Wilkinson Road and the Casa Linda Drive right-of-way where the existing Colquitz River Trail ends . The work includes: trail works; boardwalks, stairs and railings, retaining wall structures; and storm drains. While the bids were slightly higher than estimated, they do reflect current market conditions. The design approach was to minimize the extent of the tree loss, grade disturbance and impact to the environment in this sensitive area of the park. This has resulted in more areas of raised boardwalk and bio-engineered walls to lessen the construction impact.

SUMMARY

Three responses were received from the following vendors (rounded to the nearest dollar and excluding GST):

- Jacob Bros. Construction Inc. \$696,000
- Draycor Construction Ltd. \$958,616
- SCANSA Construction Ltd. \$1,023,327

Funding for this work is available within the Engineering Department Transportation Capital Works Budget




CM
D.6

RECOMMENDATION

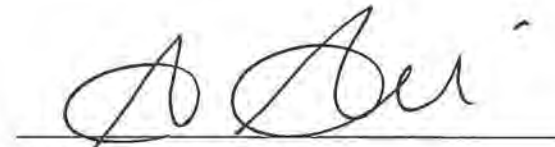
That **Tender #09/16 Colquitz River Trail**, and change orders within project budget, be awarded to **Jacob Bros. Construction Inc.**, who submitted the low compliant bid of **\$696,000** (excluding GST).

Prepared by




Harley Machielse
Director of Engineering

Reviewed by



Suzanne Samborski
Director of Parks and Recreation


Reviewed by



for Valla Tinney
Director of Finance

CAO COMMENTS:

I endorse the recommendation of the Director of Engineering.



Paul Thorkelsson, CAO

1410.04 Eng.
x-5370-30

Cnel May 16/16



The Corporation of the District of Saanich

Mayor
Councillors
Administrator

Council
Administrator
Media
Vendors
May 9/16/16

Report

To: Mayor and Council
From: Harley Machielse, Director of Engineering
Date: May 6, 2016
Subject: Award of Tender #13/16 Grange Road Water Main Upgrade

PURPOSE

The purpose of this report is to request approval to award Tender #13/16 Grange Road Water Main Upgrade.

BACKGROUND

A tender was issued for the supply of all materials, equipment, labour and services necessary for the replacement of the Grange Road water main from Burnside Road to Violet Avenue, installation of a new water main on Lavender Avenue from Grange Road to 971 Lavender Avenue, and replacement of the Montcalm Avenue water main from Lavender Avenue to Snowdrop Avenue. In general the work involves the replacement and abandonment of approximately 1075m of existing Cast Iron and Asbestos Concrete water main with 200 mm and 150 mm Ductile Iron or PVC water main and Sixty Two (62) 19mm residential water service reconnections/tie-ins. Also included are all fittings, appurtenances, hydrants, air valves, gate valves, flush assemblies, asphalt repair, shoulder & boulevard reinstatement required to complete the work and restore the areas to its original condition.

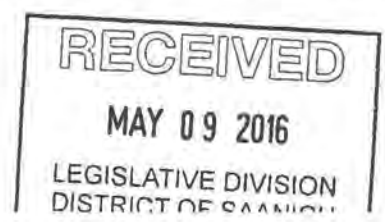
SUMMARY

Three responses were received from the following vendors (rounded to the nearest dollar and excluding GST):

- **Don Mann Excavating Ltd** **\$ 1,146,377**
- Ralmax Construction Ltd. **\$ 1,319,719**
- Northridge Excavating Ltd. **\$ 1,577,185**

Funding for this work is available within the Water Utility 2016 Capital Budget.


**CM
D.7**



RECOMMENDATION

That **Tender #13/16 Grange Road Water Main Update**, and change orders within project budget, be awarded to **Don Mann Excavating Ltd.**, who submitted the low compliant bid of **\$ 1,146,377** (excluding GST).

Prepared by



Harley Machielse
Director of Engineering

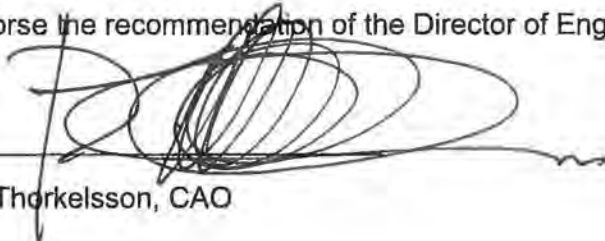
Reviewed by



for Valla Tinney
Director of Finance

CAO COMMENTS:

I endorse the recommendation of the Director of Engineering.



Paul Thorkelsson, CAO

1410.04 Eng
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Cncl May 16/16



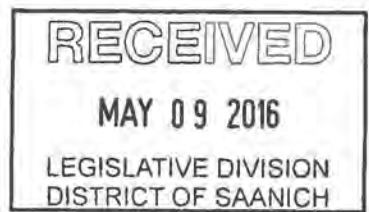
The Corporation of the District of Saanich

Mayor
Councillors
Administrator

Council
Administrator
Media

Vendors
May 9/16/16

Report



To: Mayor and Council

From: Harley Machielse, Director of Engineering

Date: May 6, 2016

Subject: Award of Tender #15/16 Wilkinson Road, Bridge and Colquitz River Trail

PURPOSE

The purpose of this report is to request approval to award Tender #15/16 Wilkinson Road, Bridge and Colquitz River Trail.

BACKGROUND

The Wilkinson Road, Bridge and Colquitz River Trail project has been divided into two separate contracts. The first contract, the subject of this report, is for the road and bridge work with a short section of trail included and the second contract is for the remainder of the Colquitz River Trail.

The road and bridge tender was issued for the supply of all materials, equipment, labour and services necessary for the roadway and bridge reconstruction and upgrading for Wilkinson Road between Mann Avenue and 4470 Wilkinson Road to the north. The work includes: road and bridge reconstruction; water main, storm drain, and sanitary sewer upgrades; street and bridge lighting; signalized pedestrian crossing; rain gardens, ditching, landscaping and irrigation; masonry walls; pedestrian bridge and, trail construction.

SUMMARY

Four responses were received from the following vendors (rounded to the nearest dollar and excluding GST):

- **Don Mann Excavating Ltd** **\$ 3,974,661**
- Knappett Projects Inc. \$ 4,304,875
- Jacob Bros. Construction Inc. \$ 4,377,888
- Ralmax Construction Ltd. \$ 5,360,610

The current funding allocated for this project, which includes both contracts, is \$5,891,200 and includes project costs such as services completed to date, relocation of external utilities, tree replacement, engineering design and contract administration. While the bids for both contracts in the project are slightly higher than estimated, they do reflect current market conditions.

**CM
D.8**

Engineering proposes to increase the project budget to \$6,500,000 which will provide a project contingency of approximately 9%.

The 2016 Transportation budget has \$750,000 allocated from the Community Works Fund for Saanich's contribution to improvements to the Douglas / Saanich / Boleskine intersection. We have been advised by Ministry of Transportation and Infrastructure that the project will not take place until after the Trans Canada Highway / McKenzie interchange is complete – expected to be in late 2018. As such, it is suggested that a portion of that funding be reallocated to the Wilkinson project to increase the project budget to \$6,500,000.

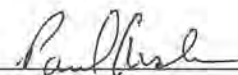
RECOMMENDATION

- 1) That **Tender #15/16 Wilkinson Road, Bridge and Colquitz River Trail**, and change orders within project budget, be awarded to **Don Mann Excavating Ltd**, who submitted the low compliant bid of \$ 3,974,661 (excluding GST);

- 2) The project budget be increased by reallocating \$608,800 from the Community Works Fund to the Wilkinson Road, Bridge and Colquitz River Trail project.

Prepared by 

Harley Machielse
Director of Engineering

Reviewed by 

for Valla Tinney
Director of Finance

CAO COMMENTS:

I endorse the recommendation of the Director of Engineering.



Paul Thorkelsson, CAO

14110-04 Corp Serv / Fin
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Cncil May 11/16



Mayor
Councillors
Administrator

Council
Administrator
Media

The Corporation of the District of Saanich

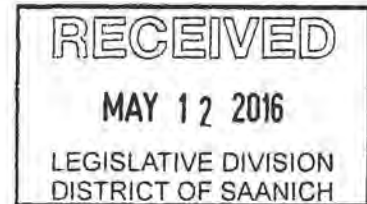
Report

To: Mayor and Council

From: Laura Ciarniello, Director Corporate Services
Valla Tinney, Director of Finance

Date: May 10, 2016

Subject: Sole Source Purchase of Oracle Licenses for the JD Edwards Upgrade and HR/Payroll Software Projects



PURPOSE

The purpose of this report is to approve a sole source purchase of additional module licenses and associated maintenance costs related to the JD Edwards Upgrade and HR/Payroll Projects.

BACKGROUND

Strategic Initiative P3a under Service Excellence in the 2015-2018 Strategic Plan includes upgrade of JD Edwards (financial software) and replacement of ePersonality (Human Resources/Payroll software). Under the Agreement on Internal Trade (AIT) exceptions to open competition are allowed "to ensure compatibility with existing products" and "where there is an absence of competition for technical reasons and the goods or services can be supplied only by a particular supplier and no alternative or substitute exists". Oracle is the sole provider of JD Edwards products which is the established ERP for the District of Saanich.

JD Edwards (JDE)

The current version of JDE reaches the end of vendor support on December, 31 2016. Saanich currently owns and uses the following JDE modules and pays the associated annual maintenance fees:

Accounts Payable	Accounts Receivable
Address Book	Capital Asset Management
Fixed Assets	General Ledger
Inventory Foundation	Inventory Management
Project Costing	Procurement and Subcontract Management
HCM Foundation (HR)	

All of these module were purchased as part of the initial acquisition and implementation of JDE. Ongoing annual maintenance fees of \$105,864 are currently included in the IT budget.

Council also approved the acquisition of the Payroll, Expense Management and User Productivity Kit (training) modules in March 2016, including the additional annual maintenance fees.

CM
D.9

DISCUSSION

The March report did not include award of a reporting module as staff were still working through analysis of various options for this functionality. Reporting capability is one of the significant gaps in the current system and is a priority for the 2016 project. The estimate for the reporting solution ranged from \$150,000 to \$200,000. As part of analysis of reporting solutions, staff have been working with Oracle to identify ways to leverage functionality of the overall suite of modules and have identified an opportunity to bundle some modules resulting in overall savings to the District.

FINANCIAL IMPLICATIONS

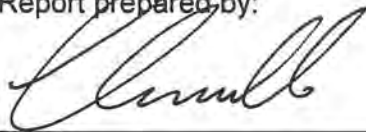
The Five Year IT Capital Plan incorporates an additional \$1,000,000 between 2017 and 2019 to continue future phases of JDE implementation to achieve all of the required functionality. Acquisition of the proposed bundle eliminates the need for any foreseeable capital investment for additional modules. This funding would be freed up to advance other IT initiatives. Total reserve fund allocation for the JDE Upgrade and HR/Payroll projects is \$1,808,900.

One time capital costs of \$150,000 can be funded from the existing capital budget allocated for this project; the remaining \$38,280 would be reallocated within the capital plan. There is an additional annual licencing cost of \$44,000 which will be incorporated into the 2017-2021 Financial Plan.

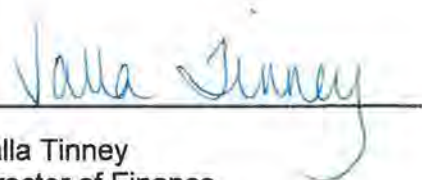
RECOMMENDATION

That Council approve the purchase of an additional JDE Bundle providing pre-developed training, reporting, additional human resources and other functionality in the amount of \$188,280 excluding applicable taxes.

Report prepared by:



Laura Ciarniello
Director of Corporate Services



Valla Tinney
Director of Finance

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I endorse the recommendation of the Directors of Corporate Services and Finance



Paul Thorkelsson, CAO



Mayor
Councillors
Administrator
Council
Administrator
Media

Memo

To: Donna Dupas, Municipal Clerk
From: Jennifer Downie
Finance, Audit and Personnel Standing Committee
Date: May 13, 2016
Subject: 2015 Audit Findings Report and Audited Financial Statements

At the May 12, 2016 Finance, Audit and Personnel Standing Committee meeting members reviewed a report from the Director of Finance, dated May 3, 2016 and resolved:

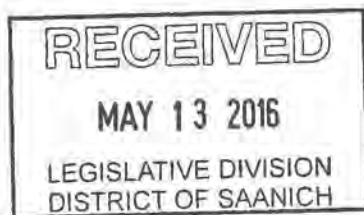
"That the Finance, Audit and Personnel Standing Committee recommend Council accept the 2015 Audit Findings Report and 2015 Audited Financial Statements."

A copy of the report and an excerpt of the minutes are attached for information

Jennifer Downie
Administrative Assistant

/jd

attachment



CM
E.1

AUDIT FINDINGS REPORT AND FINANCIAL STATEMENTS

The representatives from KPMG reviewed the 2015 Audit Findings Report and Financial Statements for the year ending December 31, 2015.

MOVED by Councillor Haynes and seconded by Councillor Sanders: "That the Finance, Audit and Personnel Standing Committee recommend Council accept the 2015 Audit Findings Report and 2015 Audited Financial Statements."

Carried

5550-20

cncl May 16/16



Mayor
Councillors
Adminjstrator
Council
Administrator
Media

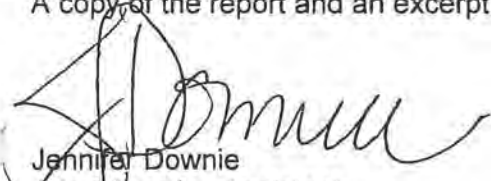
Memo

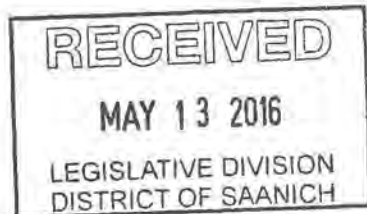
To: Donna Dupas, Municipal Clerk
From: Jennifer Downie
Finance, Audit and Personnel Standing Committee
Date: May 13, 2016
Subject: 2015 Financial Information Act Submission

At the May 12, 2016 Finance, Audit and Personnel Standing Committee meeting members reviewed a report from the Director of Finance, dated May 2, 2016 and resolved:

“That the Finance, Audit and Personnel Standing Committee forward the 2015 Financial Information Act submission to Council for acceptance.”

A copy of the report and an excerpt of the minutes are attached for information.


Jennifer Downie
Administrative Assistant
/jd
Attachments



CM
E.2

2015 STATEMENT OF FINANCIAL INFORMATION (SOFI)

The Director of Finance reviewed the 2015 Statement of Financial Information and answered questions from members.

MOVED by Councillor Haynes and seconded by Councillor Sanders: “That the Finance, Audit and Personnel Standing Committee forward the 2015 Financial Information Act submission to Council for acceptance.”

Carried

2560.50 GAS

encl May 16 116



LEGISLATIVE SERVICES

Mayor
Councillors
Administrator
Council
Administrator
Media
May 16 116

Memo

To: Donna Dupas, Legislative Manager
From: Elizabeth van den Hengel, Committee Clerk
Environment and Natural Areas Advisory Committee
Date: April 27, 2016
Subject: LABELS FOR GAS PUMPS

File: 1420-30 ENA

At the April 26, 2016 meeting of the Environment and Natural Areas Advisory Committee the Committee considered a presentation about placing warning labels on gas pump handles. The Committee resolved as follows:

“That the Environment and Natural Areas Advisory Committee recommends that Council request staff explore the financial feasibility and the legal implications with regard to the labeling of gas pump handles; and the materials distributed at the April 26, 2016 ENA Advisory Committee meeting be provided to staff as supporting information.”

An excerpt from the April 26, 2016 minutes along with the supporting documents from Matt Huse, Our Horizon Society, are attached for your information.

Elizabeth van den Hengel

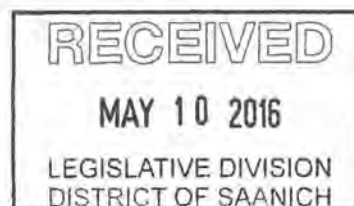
Elizabeth van den Hengel
Committee Clerk

e-copy: Mayor Atwell
Paul Thorkelsson, CAO
Director of Planning
Manager Environmental Services
Councillor Murdock, Chair, ENA

/ev

Attachments (2)

POST TO <i>Comm</i>	POSTED
COPY TO	
INFORMATION	<input checked="" type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
REPORT	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
FOR	
ACKNOWLEDGED	



CM
E.3

AIR POLLUTION RISK DISCLOSURES ON GAS PUMPS

Matt Hulse, Our Horizon Society, and the Committee continued the discussion on air pollution risk disclosures on gas pumps. The following was noted:

- The legal opinion from Lidstone and Company is clear that Saanich has the legal authority to create a bylaw or amend the current bylaw to require the labeling of gas pumps as a requirement for gas station business licenses.
- Penalties and enforcement of a bylaw requiring the labeling of gas pumps would be decided on by Saanich.
- The University of British Columbia is running a study examining the impact of labels on gas pumps.
- There is likely an intangible aspect to labels on gas pumps.
- Small steps, like labeling gas pumps help to increase awareness and build the momentum needed to change attitudes and behaviour.
- Gas pump labels should be revenue neutral to help withstand potential legal challenges.

MOTION MOVED by A. Charania and Seconded by J. Coates: “That the Environment and Natural Areas Advisory Committee recommends that Council request staff explore the financial feasibility and the legal implications with regard to the labeling of gas pump handles; and the materials distributed at the April 26, 2016 ENA Advisory Committee meeting be provided to staff as supporting information.”

CARRIED

Correspondence from Our Horizon

To: Saanich Environment and Natural Areas Advisory Committee
From: Rob Shirkey, Executive Director, *Our Horizon*
Re: Meeting on February 23, 2016 re: Gas Pump Labels
Date: March 21, 2016



Environment and Natural Areas Advisory Committee members,

Thank you for inviting my colleague Matt Hulse to speak to you last month regarding our advocacy to get climate change & air pollution labels on gas pumps. Matt let me know that you were generally supportive but you had a few questions regarding the proposal. I understand the questions related to (1) measuring success, (2) label designs, and (3) enforcement. I have written some answers under each heading below.

1) Measuring success:

Dr. Katherine White is a Professor in Consumer Insights, Prosocial Consumption, and Sustainability and the Chair of the Marketing and Behavioural Science Division of the UBC Sauder School of Business. We have approached her about our project and she has expressed interest in conducting a study with pre and post measurements of changes in attitudes and behaviour.

I am in the process of developing a similar study with a Masters student at Ryerson University. We are taking baseline measurements to capture attitudes and behaviour, then exposing participants to climate change labels on gas pumps as part of a focus group, and then administering similar questions to capture any shifts in attitudes and behaviour. I am happy to share this information when the study is complete later this spring.

2) Effective label design:

We recommend the design templates on our website at www.ourhorizon.org



- >> Image of local climate impact
- >> Risk disclosure
- >> Webpage on ways to reduce GHGs
- >> By-law attribution

The designs are modelled after tobacco warning labels which have been proven to be effective at changing attitudes and behaviours. We recommend an image and corresponding text to communicate an impact of burning fossil fuels. Emphasis should be on local impacts of climate change and air pollution. Language like “warning”, “caution”, “notice”, or “information” can be used to draw attention to the text. There would then be a link to a web page with resources on ways individuals can reduce their greenhouse gas emissions (e.g. saanich.ca/climate) and an attribution for legal reasons explored in our FaceTheChange report on our website at <http://ourhorizon.org/for-municipal-councillors/>

You will likely hear from the Canadian Fuels Association, the Canadian Independent Petroleum Marketers Association, and the Canadian Convenience Stores Association regarding their “Smart Fuelling” website (www.smartfuelling.ca). The design industry is advocating for tends to have messaging like “Maintain Tire Pressure” and “Remove Unused Roof Racks”. It is our understanding that this website was created in response to our climate change risk disclosures as an attempt to co-opt the concept. These designs avoid the actual problem of combustion of fossil fuels and thus further entrench the status quo.

Industry has attempted to characterize our labels as “negative”. To be clear, our labels are not negative. They do not rely on fear or guilt; they are merely factual, neutral disclosures of risk to the end-user. Our designs are intended to de-normalize a habitual, automatic behaviour and research shows that this is a critical step first to behavioural change. Simply presenting alternatives in the face of a deeply ingrained, culturally normative behaviour is insufficient to motivate behavioural change.

The labels should also be designed with a view to enforceability. The templates we advocate for can be characterized as “disclosures of risk” and there is legal precedent for such government-mandated disclosures. We are not confident that there is sufficient legal precedent for what industry is advocating for as their designs are not disclosures of risk.

3) Enforcement:

Enforcement of the proposal can be accomplished by random visits to gasoline retailers. If Saanich has a by-law enforcement officer, they can simply check for compliance when they periodically gas up during the execution of their other duties; it need not be an additional task. If the retailer is non-compliant, they can be issued a warning. Enforcement can escalate from there to a fine for non-compliance.

We recommend that the municipality design and provide the labels at cost to the retailer. The retailer would be responsible for adhering them to their gas pumps. While many gas pumps come equipped with “nozzle talkers” (i.e. the rubber piece that slides over the nozzle to display the label), we were able to purchase them for \$16 each from a petroleum supply company. They can be purchased by the retailer to meet the specs identified by the municipality in the by-law or the municipality can purchase them and provide them to the retailer at cost.

Rob Shirkey
Executive Director, Our Horizon

1410-04

Cnc'l May 16/16



LEGISLATIVE SERVICES

Mayor
Councillors
Administrator

Council
Administrator
Media

May 13/16 M

File: 1410-04

Memo

To: Mayor and Council

From: Councillor Susan Brice

Date: May 12, 2016

Subject: **Joint Council Meeting – Districts of Saanich and Central Saanich**

WHEREAS on March 31, 2016 the District of Saanich submitted a letter accepting an invitation from the District of Central Saanich to participate in a joint meeting;

AND WHEREAS the agricultural business from both Central Saanich and the entire Saanich Peninsula through the Peninsula Area and Agricultural Commission (PAAC) has expressed concern of drainage in the Martindale Valley which shares a border between Central Saanich and Saanich;

THEREFORE BE IT RESOLVED that the District of Central Saanich and District of Saanich direct staff to facilitate a council to council meeting with invitations sent to the PAAC to discuss common agricultural issues and interests.

Councillor Susan Brice



CM
F.1

1410-04

cncl May 10/16



LEGISLATIVE SERVICES
Council Administrator
Mayor Councillors Administrator
Media

File: 1410-04

Memo

To: Mayor and Council
From: Councillor Colin Plant
Date: May 11, 2016
Subject: Northern Alberta Wildfires – Support Regional Fundraising Initiatives or Activities

Notice of Motion Introduced May 9, 2016:

WHEREAS the devastation and loss of property experienced by those in the Fort McMurray region has been unprecedented in recent Canadian history;

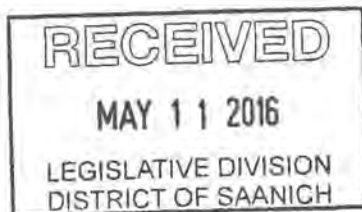
AND WHEREAS the time and costs for residents and businesses to return to normal will be significant and immense;

AND WEHERAS Canadians from across our nation will want to help those who have experienced significant loss and experienced trauma as a result of the wildfire;

AND WHEREAS the residents of Saanich will want to show their support to those affected by the wildfires in the Fort McMurray region;

THEREFORE BE IT RESOLVED that Saanich will support regional fundraising initiatives or activities to support those in need as a result of the loss caused by wildfires in Northern Alberta.

Councillor Colin Plant



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cncl May 16/16



The Corporation of the District of Saanich

Mayor
Councillors
Administrator

Council
Administrator
Media

May 16/16 Dth

Report

To: Mayor and Council
From: Harley Machielse, Director of Engineering
Date: May 6, 2016
Subject: Active Transportation Plan Terms of Reference

PURPOSE

The purpose of this report is to seek Council endorsement for the Terms of Reference (ToR) for the Active Transportation Plan.

DEFINITION

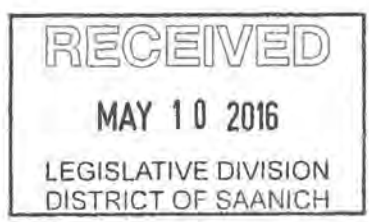
What is Active Transportation?

Active Transportation is any form of human-powered transportation, including walking, cycling, roller-blading, skateboarding and moving with mobility devices.

BACKGROUND

Transportation plans are commonly used to help guide municipalities in making long-term strategic transportation, land use and public investment decisions. They play a key role in planning for effective transportation that supports a healthy, economically successful, and environmentally sustainable community. In addition, transportation plans provide Council, staff, and the public a single comprehensive document that is developed through extensive consultation and informed by their key policies and plans.

Saanich has historically used a variety of guidelines and criteria to inform its infrastructure designs and construction priorities. As more infrastructure is constructed, more questions are raised around the background of project origins and merits. Without a comprehensive plan in place, staff spend considerable time consulting the public on project selection and policy decisions. The Active Transportation Plan provides an opportunity to revisit and update the policies, guidelines, and plans to provide direction on current trends, demands and priorities to assist in further enhancing the future of Active Transportation in Saanich.



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Supporting Council Policies

The policies adopted by Saanich Council in the Official Community Plan (OCP) express the fundamental values and goals of the community and establish the direction for achieving a collective vision. The OCP embraces three themes that Council and the community identified as core focus areas for Saanich over the next 20 years: Environmental Integrity, Social Well-Being and Economic Vibrancy. To ensure that the strategic planning initiatives remain focused on these priorities, six corporate themes are aligned to the community themes - Sustainable Environment, Balanced Transportation, Healthy Community, Safe Community, Vibrant Connected Economy, and Service Excellence.

The OCP also includes a vision that "Saanich is a sustainable community where a healthy natural environment is recognized as paramount for ensuring social well-being and economic vibrancy, for current and future generations."

The vision further states that vibrant, distinct neighbourhoods provide a high quality of life for individuals and families; a variety of travel modes connect neighbourhoods and businesses, allowing for the effective, efficient, and safe movement of people, goods, and services; and walking, cycling, and transit are viable and popular travel options, resulting in less car dependence.

OCP Policy specifically states to "Encourage and support non-vehicular transportation by providing a safe, interconnected, accessible and visually appealing cycling and walking network."

DISCUSSION

The purpose of the Active Transportation Plan is to provide a vision to guide the development, promotion and implementation of safe, attractive and convenient Active Transportation choices in Saanich to the year 2040. The Plan will address policy, pedestrian and cycling networks, access to transit, environmental considerations, regional connectivity, amenities and design characteristics in order to deliver a successful Active Transportation program in Saanich.

The ToR will act as a guiding document during the development of the Active Transportation Plan. Attached in Appendix A, the ToR outlines details of the Plan's purpose, supporting policies, objectives, Plan development process and public engagement approach for the creation of the Plan.

Terms of Reference

The ToR outlines seven objectives for the Active Transportation Plan:

1. Provide a plan that has been developed through citizen and stakeholder engagement
2. Review and update the policy framework for Active Transportation in Saanich
3. Outline a promotion, education and community outreach program to increase awareness of Active Transportation in Saanich

4. Improve the quality of Active Transportation in Saanich with safe innovative design principles
5. Develop a safe and integrated Active Transportation Network for Saanich
6. Set priorities for construction of Active Transportation Infrastructure
7. Measure and track the implementation progress and success of Active Transportation

Development of the Active Transportation Plan will occur in seven phases, followed by implementation of the Plan, which would be ongoing (See Figure 1). A council check in will occur between the 3rd and 4th phases of the project. The implementation plan would be developed to a four year cycle to make adjustments as needed and to ensure the vision of the plan was being met.



Figure 1: Planning Process

Public Engagement

The Saanich policy for engaging residents that is based on the International Association of Public Participation (IAP2) spectrum of public participation. It is recognized that providing citizens with knowledge and tools about public process and encouraging public participation is an integral part of good governance.

Public Engagement for the Active Transportation Plan will follow the Saanich Public Engagement Policy. Examples of the level of public engagement that could be used for the Active Transportation Plan are outlined in the Planning Process section of the ToR. It should be noted that flexibility is integral within a public engagement process in order to provide the latitude to adapt public engagement methods to respond to community input and research findings.

Many stakeholders are identified for this initiative including schools, post-secondary education institutions, health organizations, community associations, mobility and vulnerable user specialists, residents and businesses. While an initial list is included with the ToR it should be noted that this is not an exhaustive list and new stakeholders may be added as the project progresses.

In addition to the engagement noted above, a Project Advisory Committee will be established. The Committee would be comprised of a broad range of stakeholders with an interest in Active Transportation and the impacts of the Active Transportation Plan.

Relationship with other Plans, Policy and Initiatives

A key element of the Active Transportation Plan will be to ensure the plan is well-integrated with other Saanich and regional initiatives. Key policies and plans expected to inform this work include:

- Saanich Official Community Plan (2008)
- Saanich Uptown Douglas Corridor Plan (in development)
- Saanich Shelbourne Valley Action Plan (in development)
- Saanich Local Area Plans
- Saanich Pedestrian Priorities Implementation Plan (2011)
- Saanich Age Friendly Cities Plan (2008)
- Saanich Access to Transit Study (2008)
- Saanich Active and Safe Routes to School Plans (in development)
- BC Transit Future Plan (2010)
- CRD Pedestrian and Cycling Master Plan (2011)
- CRD Regional Transportation Plan (2014)
- City of Victoria Biketoria Plan (in development)

RESOURCES

It is anticipated that the development of the Plan would take approximately 24 months. Public engagement is expected to begin in the fall of 2016, with the goal of having a Draft Plan prepared by the fall of 2017. It is anticipated that the final draft of the document would be ready for Council consideration by spring 2018.

The 2015-2019 Financial Plan contains an allocation of \$325,000 over three years for the completion of the Active Transportation, including all relevant studies required.

It is anticipated that consulting support and professional assistance will be required to successfully complete this project.

SUMMARY

The development of an Active Transportation Plan provides an opportunity to engage residents, community members, businesses, health organizations, and local governments in the creation of a comprehensive plan that guides the municipality to deliver a successful Active Transportation program in Saanich.

RECOMMENDATION

That Council endorse the Terms of Reference for the Active Transportation Plan.

Prepared by: *for* *C.M.K.*
Troy McKay,
Engineering Technologist V

Reviewed by: *C.J. Mohoruk*
Catherine Mohoruk,
Manager of Transportation and Development Services

Approved by: *[Signature]*
Harley Machelse,
Director of Engineering

TDM/CM/cn

cc: Sharon Hvozdzanski, Director of Planning

Attachment: Appendix A – Active Transportation Plan Terms of Reference (Draft)

G:\Protect_Admin\RCS\Reports to Mayor and Council 1410-04\Active Transportation Terms of Reference 6 May 2016

CAO COMMENTS:

I endorse the recommendation from the Director of Engineering

[Signature]
Paul Thorkeisson, CAO

Active Transportation Plan

Terms of Reference

9 May, 2016
(Draft)



1. PURPOSE

The purpose of the Active Transportation Plan is to provide a vision to guide the development, promotion and implementation of safe, attractive and convenient Active Transportation choices in Saanich to the year 2038.

The Plan will address policy, pedestrian and cycling networks, access to transit, environmental considerations, regional connectivity, amenities and design characteristics in order to deliver a successful Active Transportation program in Saanich.

What is Active Transportation?

Active Transportation is any form of human-powered transportation, including walking, cycling, roller-blading, skateboarding and moving with mobility devices.

2. SUPPORTING POLICY

Located on the southern tip of Vancouver Island, The District of Saanich has a population of approximately 110,000 and is the largest of the 13 municipalities that make up the Capital Regional District (CRD). The policies adopted by Saanich Council in the Official Community Plan (OCP) express the fundamental values and goals of the community and establish the direction for achieving a collective vision. The OCP embraces three themes that Council and the community identified as core focus areas for Saanich over the next 20 years: Environmental Integrity, Social Well-Being and Economic Vibrancy. To ensure that the strategic planning initiatives remain focused on these priorities, six corporate themes are aligned to the community themes - Sustainable Environment, Balanced Transportation, Healthy Community, Safe Community, Vibrant Connected Economy, and Service Excellence.

The OCP also includes a vision that “Saanich is a sustainable community where a healthy natural environment is recognized as paramount for ensuring social well-being and economic vibrancy, for current and future generations.”

The vision further states that vibrant, distinct neighbourhoods provide a high quality of life for individuals and families; a variety of travel modes connect neighbourhoods and businesses, allowing for the effective, efficient, and safe movement of people, goods, and services; and walking, cycling, and transit are viable and popular travel options, resulting in less car dependence.

OCP Policy specifically states to “Encourage and support non-vehicular transportation by providing a safe, interconnected, accessible and visually appealing cycling and walking network.”

3. INFRASTRUCTURE PLANNING CONTEXT

Saanich has historically used a variety of guidelines and criteria to develop its infrastructure design guidelines and construction priorities. As more infrastructure is constructed more questions are raised around the background of project origins and merits. Saanich has made great progress over the last decade in the development of infrastructure that supports Active Transportation and the Active Transportation Plan provides an opportunity to revisit and update the policies and guidelines to provide direction on current trends, demands and priorities to assist in further enhancing the future of Active Transportation in Saanich.

Projects that directly or indirectly affect Active Transportation in Saanich are most often lead by the Engineering Department but can also be undertaken by Parks, Planning, Developers and other outside agencies including BC Transit, BC Hydro, CRD and MOTI. Currently no document exists to holistically lead and guide these projects so that all infrastructure created within Saanich has a common look, feel and operation regardless of its origin or funding source.

4. OBJECTIVES

The Active Transportation Plan will address all aspects of Active Transportation related to pedestrian and cycling networks, access to transit, environmental considerations, regional connectivity, amenities and design characteristics in order to deliver a successful Active Transportation program in Saanich to the year 2038.

The Plan will be developed in close consultation with other departments in order to consider other District priorities, objectives and resources.

Once completed the Plan will address the following desired outcomes:

1. Provide a plan that has been developed through citizen and stakeholder engagement

To be successful the plan will have been developed using a robust and transparent community engagement process, providing opportunities for all residents and stakeholders of Saanich, including those who are typically underrepresented, to increase their understanding of Active Transportation, gather input, and build excitement / support for the proposed strategies. Effective communication tools will have been used to garner interest and participation in engagement events and to let the community know their input has been heard and is valued.

2. Review and update the policy framework for Active Transportation in Saanich

A significant outcome of the Active Transportation Plan will be a detailed review of how current infrastructure, programs, bylaws, and policies support or hinder Active Transportation in Saanich and the surrounding region. The review will be followed by

recommendations for new provincial legislation, and municipal policy / bylaws to support and advance Active Transportation in Saanich and the surrounding region.

3. Increase awareness of Active Transportation in Saanich through promotion, education and community outreach

Act upon opportunities to increase awareness of, garner support for and encourage participation in Active Transportation as well as develop and recommend programs and strategies that will promote Active Transportation in Saanich.

4. Improve the quality of Active Transportation in Saanich with safe innovative design principals

The Active Transportation Plan will identify opportunities to improve the safety, connectivity, accessibility, and attractiveness of Active Transportation options. The plan will also provide design guidance to ensure that provided facilities and options are suitable for all users.

5. Develop a safe and integrated Active Transportation Network for Saanich

A key outcome of the plan is to develop a safe and integrated Active Transportation Network (ATN) that is continuous and complimentary of the existing on and off road networks, addresses the needs for both recreational users and commuters. The ATN should be well-connected, serve all ages and abilities, allow for the effective, efficient, and safe movement of people, goods, and services. The ATN should also ensure that walking, cycling, trail use, and transit are viable and popular travel options, resulting in less car dependence. Building intermodal connections are a strategic element of this objective.

6. Set priorities for construction of Active Transportation Infrastructure

The Active Transportation Plan will establish an implementation plan that prioritizes short, medium and long term strategies; outlines the cost for the associated strategies; identifies potential partnerships; and possible options/methods for funding. A major component of this outcome is to develop a prioritized list of projects for 4 years. This would be re-evaluated at regular intervals.

7. Measure and track the implementation progress and success of Active Transportation

The Active Transportation Plan will set out an evaluation strategy that identifies specific performance measures with which the District and other potential implementation partners can monitor progress and evaluate the success of the implementation plan.

5. PLAN DEVELOPMENT PROCESS

Development of the Active Transportation Plan will occur in seven phases, followed by implementation of the Plan, which would be ongoing (See Figure 1).

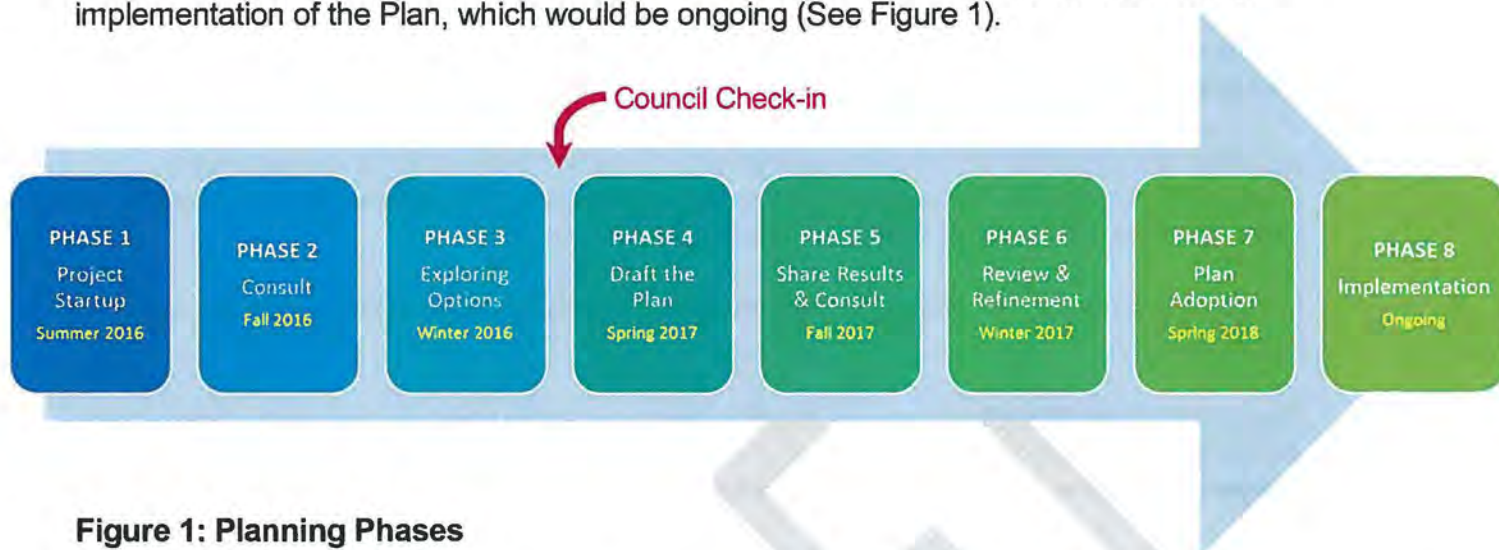


Figure 1: Planning Phases

The proposed timeframe consists of a 24 month period in which the public will be actively involved. Table 1 shown on the following pages outlines a more detailed planning process with project phases and key activities.

PHASE	ACTIVITIES	KEY DELIVERABLES	DURATION
Phase 1: Project Startup	<p><i>Research and Analysis:</i></p> <ul style="list-style-type: none"> Prepare background information and baseline data Research and technical analysis of key issues Review of previous studies Gap Analysis <p><i>Public Engagement:</i></p> <ul style="list-style-type: none"> Refine Public Engagement Strategy and form Project Advisory Committee 	<ul style="list-style-type: none"> Baseline Conditions Report Public Engagement Strategy Establishment of Project Advisory Committee Draft list of issues or topics to address in plan Summary of relevant policies and studies influencing the plan 	Summer 2016
Phase 2: Consult	<ul style="list-style-type: none"> Public consultation to assess priorities, identify issues and develop vision, principles and goals. Research and analysis (continued) 	<ul style="list-style-type: none"> Summary of engagement process and outcomes (Ongoing) Refined list of priority issues to address in Plan Vision, Principles & Goals 	Fall 2016

Phase 3: Exploring Options	Analysis of policy options Prepare conceptual networks and determine possible options Conduct technical reviews	Summary of engagement process and outcomes (Ongoing) Concepts & Conceptual Network Plan alternatives and Framework Report	Winter 2016
COUNCIL CHECK IN			
Phase 4: Draft the Plan	Development of Active Transportation Plan Internal review of Draft Plan	Draft Active Transportation Plan	Spring 2017
Phase 5: Share Results & Consult	Public engagement to present the draft plan and obtain feedback	Summary compilation of feedback on Draft Plan	Fall 2017
Phase 6: Review and Refinement	Review Draft Plan with Advisory Committee's and major stakeholders	Revised Draft Active Transportation Plan	Winter 2017
Phase 7: Plan Adoption	Develop staff report Council meeting	Outreach and communications to inform staff and public on content and implementation Adopted Active Transportation Plan	Spring 2018
Phase 8: Implementation	Implementation of the Active Transportation Plan Updates of the implementation plan and construction priorities on a 4 year cycle	Ongoing monitoring and reporting of performance and implantation progress Updated implementation plan and construction priorities plan on a 4 year cycle	Ongoing

Table 1: Planning Process



6. PUBLIC ENGAGEMENT

The key components of public engagement are outlined in the process section of this Terms of Reference. Based on the International Association of Public Participation (IAP2) spectrum of public participation, Table 2 identifies examples of the level of public engagement that could be used for the Active Transportation Plan. Based on feedback from the Project Advisory Committee and other area stakeholders, engagement techniques can be adapted to help ensure key stakeholders are engaged in the process.

	Inform	Consult	Involve	Collaborate
Public Participation Goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis, alternative and/or decision	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
Examples of Techniques	Project website Newsletters, email updates Background research summaries	Public Survey Stakeholder interviews Open Houses	Workshops Stakeholder meetings Focus Groups	Project Advisory Committee

Table 2: Proposed Engagement Activities - IAP2 Spectrum of Public Participation

Initially over 50 stakeholder groups have been identified, ranging from Mayor and Council, to other local agencies to local business and special interest groups.

Identified stakeholders include, but are not limited to:

Mayor and Council / Advisory Committees

- Mayor and Council
- Bicycle and Pedestrian Mobility Advisory Committee
- Parks, Trails and Recreation Advisory Committee
- Planning, Transportation and Economic Development Advisory Committee
- Healthy Saanich Advisory Committee

Saanich Internal Departments

- Saanich Engineering and Public Works
- Saanich Planning
- Saanich Parks and Rec
- Saanich Finance
- Saanich Corporate and Legislative Services
- Saanich Fire
- Saanich Police

Associations

- Community Associations
- SCAN (Saanich Community Association Network)

Other Government and Local Agencies

- BC Transit
- Local municipalities
- Ministry of Transportation and Infrastructure
- Capital Regional District
- First Nations
- ICBC
- Tourism BC

Education Institutions and Organizations

- School District 61 and 63
- School PAC's
- Private Schools
- University of Victoria
- Camosun College

Health Agencies

- Vancouver Island Health Authority
- BC Lung Association
- Heart and Stroke Foundation
- Canadian National Institute for the Blind

Business

- Local Businesses
- Greater Victoria Chamber of Commerce
- Urban Development Institute
- Vancouver Island Technology Park

Special Interest Groups

- Walking Advocacy Groups (e.g. Walk on Victoria)
- Cycling Advocacy Groups (e.g. Greater Victoria Cycling Coalition, WE Bike)
- Other Groups
 - Greater Victoria skateboard association
 - Soul Sisters

As stakeholders are identified the above list will be amended to include new stakeholders.

7. PROJECT ADVISORY COMMITTEE

A Project Advisory Committee will be established in the Project Initiation phase. The Committee will be comprised of approximately 12 individuals that broadly represent stakeholder interests and would include members from:

- Educational Institutions
- Associations
- Health Agencies
- Public Safety Institutions
- Business Community
- Special Interest Groups
- Local Agencies & other Government

Committee members would be recruited through an open application process in the pre-planning stage. Staff would select members based on the membership criteria identified above.

Key roles of the advisory committee would be to:

- Advise on public engagement techniques to ensure outreach is effectively undertaken in the community;
- Promote the project and public engagement opportunities within the community; and
- Provide feedback to staff on plan elements and content

In addition to the core Project Advisory Committee, smaller technical resource groups may be assembled on an ad hoc basis to address specific issues as they arise. These technical working groups could include representatives from the following organizations:

- Saanich internal departments
- BC Transit
- Ministry of Transportation and Infrastructure
- CRD
- Local municipalities

8. BUDGET AND RESOURCES

The development of the Active Transportation Plan will require significant staff resources, consultants, as well as resources from other departments.

The budget for the Active Transportation Plan is \$325,000 over the plan development period, beginning with the 2015 Capital Budget. Typical components included in this figure include costs for consulting work, background studies, advertising, venues, facilitator, supplies, printing and graphic design work.

8. RELATIONSHIP TO OTHER INITIATIVES

A key element of the Active Transportation Plan will be to ensure the plan is well-integrated with other Saanich and regional initiatives. Key policies and plans expected to inform this work include:

- Saanich Official Community Plan (2008)
- Saanich Uptown Douglas Corridor Plan (in development)
- Saanich Shelbourne Valley Action Plan (in development)
- Saanich Local Area Plans
- Saanich Pedestrian Priorities Implementation Plan (2011)
- Saanich Age Friendly Cities Plan (2008)
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- City of Victoria Biketoria Plan (in development)

1410-04 Planning
X: 2160-20 (2016)

Cnc'l May 16/16



The Corporation of the District of Saanich

Report

To: Mayor and Council
From: Sharon Hvozdanski, Director of Planning
Date: May 3, 2016
Subject: Informal Referral - Draft 2016 Regional Growth Strategy
File: 1310-40

Mayor
Councillors
Administrator

Council
Administration
Media

May 16/16

PURPOSE

The purpose of this report is to:

- Provide background information on the Regional Growth Strategy update process;
- Identify areas of significant change between the 2003 and draft 2016 Regional Growth Strategies; and
- Highlight four key subject areas on which Council may wish to provide feedback to the Capital Regional District prior to the formal referral of the 2016 Regional Growth Strategy.

BACKGROUND

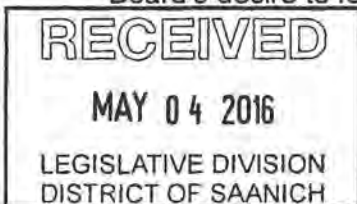
A process to update the 2003 Capital Regional District (CRD) Regional Growth Strategy has been underway since 2008. The Growth Strategy is a regional vision that commits affected local municipalities to a course of action to meet common social, economic, and environmental objectives. The District of Saanich is bound to the Regional Growth Strategy through adoption of its Regional Context Statement as part of the 2008 Saanich Official Community Plan.

The "Local Government Act" provides direction for content and process and states that a Regional Growth Strategy must address:

- Housing;
- Transportation;
- Regional district services;
- Parks and natural areas;
- Economic development; and
- Greenhouse gas emissions.

The updated Regional Growth Strategy addresses all of these requirements and sets the vision for the future of the region to 2038.

Until relatively recently, the primary focus of the update has been to transition the Regional Growth Strategy to a Regional Sustainability Strategy that would address a broader range of subject matter. However, on October 25, 2015, the CRD Board directed staff to revert the Regional Sustainability Strategy to a Regional Growth Strategy. This decision reflects the CRD Board's desire to focus more on the statutory requirements of a Regional Growth Strategy.



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Based on this direction, CRD staff have undertaken an update of the 2003 Regional Growth Strategy with a focus on:

- Meeting legislative requirements;
- Incorporating directions from adopted plans; and
- Providing up to date data and information.

The number of substantive changes between the 2003 and draft 2016 Regional Growth Strategies is limited.

Informal Referral

A draft 2016 Regional Growth Strategy was presented to the CRD Board on March 9, 2016. At that meeting the CRD Board directed:

"That municipal councils and the Juan de Fuca Land Use Committee be invited to provide comment on the document through an informal referral, by May 18, 2016."

The CRD Board also directed staff to:

"Consider integration of Regional Sustainability Strategy content not captured in the draft 2016 Regional Growth Strategy in subsidiary CRD documents as updates occur through the regular departmental work planning process"; and

"Consider integrating a regional food and agricultural systems section in the draft 2016 Regional Growth Strategy document and to report back with an updated version of the community profiles in Appendix A of the 2003 Regional Growth Strategy."

This report responds to the CRD Board's invitation to comment on the draft Regional Growth Strategy and identifies a number of subject areas where Council may wish to provide feedback prior to the formal referral process. The entire draft 2016 Regional Growth Strategy is attached, including tracked changes, for Council's review and consideration. Staff will ensure all Council comments/direction are captured and forwarded to the CRD.

DISCUSSION

Draft 2016 Regional Growth Strategy

The subject document maintains the overall direction of the 2003 Regional Growth Strategy, with the following objectives serving as the framework:

1. Managing and Balancing Growth;
2. Protecting the Environment and Managing Resources;
3. Building Complete Communities and Improving Housing Affordability;
4. Increasing Transportation Choices;
5. Strengthening the Regional Economy; and
6. Reduce Greenhouse Gas Emissions (new).

Overall, Saanich's Official Community Plan aligns with the draft 2016 Regional Growth Strategy. Key issues such as Saanich focused growth management direction, including the maintenance of the Urban Containment Boundary and Sewer Service Area and the role of major "Centers" all

are in keeping with the Objectives and Policies outlined in the draft 2016 Regional Growth Strategy.

Key Changes between the 2003 and 2016 Regional Growth Strategies

Generally, the draft 2016 Regional Growth Strategy maintains the same structure and content as the 2003 Regional Growth Strategy, with the majority of changes being relatively minor in nature. The draft 2016 Regional Growth Strategy is included as Attachment A to this report, while the tracked changes version is included as Attachment B. The following list outlines key changes that have been proposed in the draft 2016 Regional Growth Strategy update:

- Updates to outdated content, demographic information, and population projections;
- Changes to language to reflect intent of “Local Government Act” enabling language. For example, what was identified in the original document as “Initiatives” and “Actions” in the draft 2016 Regional Growth Strategy update are noted as “Objectives” and “Policy”;
- Changes to clarify that municipalities, through a Regional Context Statement, align to policies rather than actions;
- Policies no longer list responsible entities who are to carry out the policy directions, as it is understood that all regional entities work together towards achieving policy outcomes;
- A number of 2003 Regional Growth Strategy initiatives have been completed, such as the Regional Housing Affordability Strategy (2008), the Pedestrian and Cycling Master Plan (2011), and the Regional Transportation Strategy (2014). As a result, language in relevant sections of the Regional Growth Strategy guiding plan development has been removed and replaced with principles of adopted plans/strategies;
- There is no longer reference to protecting industrial lands or creating an Economic Development Strategy for the region (Section 5);
- A new section (Section 6) with associated policies for greenhouse gas emission reductions, as mandated by the “Local Government Act” s.429 (2) (d);
- Water servicing is no longer used as a growth management tool to limit subdivision and development outside the Regional Urban Containment and Servicing Policy Area; and
- Regional Growth Strategy targets have been updated, reduced in number, and largely had time horizons removed (i.e. 2026).

Regional Sustainability Strategy Content

As previously noted, until recently the primary focus of the update had been to transition the Regional Growth Strategy to a Regional Sustainability Strategy that would address a broader range of subject matter. However, on October 25, 2015, the CRD Board directed staff to revert the Regional Sustainability Strategy to a Regional Growth Strategy.

The following table provides a basic comparison of the areas covered by the Regional Growth Strategy versus the Regional Sustainability Strategy. This Table has been provided as the following section of this report involves references to the content of the previous Regional Sustainability Strategy.

2003 Regional Growth Strategy	Regional Sustainability Strategy
	All 2003 Regional Growth Strategy content area plus
Managing and balancing growth	+ Climate action
Environment and resources	+ Community health and wellbeing
Housing and community	+ Emergency management and natural disasters
Transportation	+ Energy systems
Economic development	+ Food and agricultural systems

Table 1: Regional Sustainability Strategy and Regional Sustainability Strategy Content Areas

SUBJECT AREAS FOR POTENTIAL COMMENT

The primary purpose of this informal referral process is to identify any items that could prevent municipal acceptance of the 2016 Regional Growth Strategy at the time of the formal referral. Staff have reviewed the draft document and identified four subject areas where Council may wish to provide feedback at this juncture of the process. The entire draft 2016 Regional Growth Strategy is attached, including track changes, for Council's review and consideration. Staff will ensure all Council comments/direction are captured and forwarded to the CRD. A basic discussion of each area and associated staff recommendations are outlined below.

1. Food and Agricultural Systems

The 2003 Regional Growth Strategy included limited policy content related to agriculture and food systems. However, the draft Regional Sustainability Strategy identified this as a major new subject area and included significant policy content. The draft 2016 Regional Growth Strategy does not include any new content related to agriculture and food systems.

In March 2016, when the CRD Board referred the Regional Growth Strategy out to municipalities for informal review, it also directed CRD staff to look at integrating a regional food and agricultural systems section into the Regional Growth Strategy update. This new material is currently being prepared by CRD staff and will be presented to the CRD Board for consideration.

From a Saanich perspective, protection of agricultural land and promotion of local food are of the utmost importance. This is reflected in the Saanich Official Community Plan and is one of the foundations of our growth management framework. Inclusion of agriculture and food systems policy content in the Regional Growth Strategy would provide more prominence and recognition for this vitally important regional issue. Inclusion of an agriculture and food systems policy would also better link this topic to overall growth management and highlight the many facets of this issue that are best dealt with through a coordinated regional approach. Additionally, it would further strengthen ongoing work to develop a regional Agriculture and Food Systems Sub-strategy and Saanich's Agriculture and Food Security Plan.

Staff recommendation: That Council support the integration of a regional food and agricultural systems section into the draft 2016 Regional Growth Strategy.

2. Piped Water Servicing as a Growth Management Tool

A significant change between the 2003 and the draft 2016 Regional Growth Strategies is the removal of piped water service as a growth management tool. Previously, the Regional Growth Strategy restricted water and sewer servicing outside the Regional Growth Containment Area. In the draft 2016 Regional Growth Strategy all references to restricting water extensions outside the Growth Containment Area have been removed.

It is important to note that the 2003 Regional Growth Strategy provided exceptions where water service extensions are permitted, namely:

- To address pressing public health issues;
- To address environmental issues;
- To provide fire suppression; or
- To service agriculture.

Key issues that have been identified during the drafting of the 2016 Regional Growth Strategy are as outlined below:

- **Right to Clean/Healthy Water:** Some argue that the change in the draft 2016 Regional Growth Strategy is about ensuring “a resident’s right to clean/healthy water”. Staff suggest that the existing approach outlined in the 2003 Regional Growth Strategy above (see bullet 1) clearly acknowledges that right, in that it allows for water service extensions “to address pressing public health issues”.
- **Process Equity:** Under the current 2003 Regional Growth Strategy, extensions to piped water service outside the Regional Urban Containment and Servicing Policy Area require majority approval of the CRD Board (through approval of a revised Regional Context Statement). The exception to this is the Juan de Fuca Electoral Area, which would require an amendment to the Regional Growth Strategy and unanimous approval of the CRD board. The issue of process equity has been identified by some regional partners as a potential shortcoming of the existing Regional Growth Strategy, as different standards apply to different parts of the region. A potential approach that could address process equity and growth management objectives is to establish clear and predictable criteria to guide piped water service extensions.

The primary concerns with the proposed draft 2016 Regional Growth Strategy approach to piped water are:

- **Potential for additional development outside the Regional Growth Containment Area:** The extension of piped water to rural and exurban areas has the potential to facilitate subdivision and density increases outside the Growth Containment Area. Generally speaking, smaller lot development is more viable when the property is serviced by piped water, as opposed to well water. Increased development in areas outside the Growth Containment Area could have impacts on rural and agricultural areas, generate additional vehicle trips and work against the Regional Growth Strategy goal of accommodating a minimum of 95% of new dwelling units within the Regional Urban Containment and Servicing Policy Area. In the absence of piped water servicing limitations, sewer servicing, and OCP policies restricting growth would be the only two mechanisms to limit urban sprawl.
- **Potential Cost implications:** The region’s growth management framework is partially predicated on the notion that focused infrastructure delivery is the most cost effective way to service the population. Concentrating the majority of development within the Growth Containment Area enables transportation, water and sewer infrastructure to be delivered in a cost effective manner. Potential water service extensions outside the Growth Containment Area have the potential to be less cost effective, as they would not be associated with the urban densities present within the existing service area. The draft 2016 Regional Growth Strategy does not provide any guidance for the financing of future piped water extensions. This leaves open the possibility that the cost of extensions would be absorbed by all regional users, creating a potential cost implication.

In previous discussions regarding the draft 2016 Regional Growth Strategy update, a number of accompanying measures were discussed that could address potential issues associated with future piped water service extensions. While the draft 2016 Regional Growth Strategy includes a policy restricting development potential on rural lands to subdivision and density limits in Official Community Plans at the date of adoption of the Regional Growth Strategy, the strength and clarity of individual Official Community Plans throughout the region is variable. Other measures to guide piped water extensions, such as a user pay principle or requirements for

growth limits in Official Community Plans, are not incorporated into the draft 2016 Regional Growth Strategy.

Saanich, through policies in our Official Community Plan, maintains the principle of linking servicing to containment boundaries as a way to discourage growth outside of the Urban Containment Boundary. Removing water servicing as a growth management tool has the potential to weaken this growth management approach at a regional level.

Staff Recommendation: That Council request that the CRD retain piped water servicing as a growth management tool, or at a minimum, incorporate more stringent criteria to guide any future piped water service extensions.

3. Economic Development Content

The "Local Government Act" identifies economic development as a mandatory component of all Regional Growth Strategies. The 2003 Regional Growth Strategy focused its efforts on providing direction for a Regional Economic Development Strategy. Unlike in other areas, where plans or strategies were developed based on direction from the 2003 Regional Growth Strategy, no Regional Economic Development Strategy was created.

The economic development section of the draft 2016 Regional Growth Strategy largely contains the contents of the 2003 Regional Growth Strategy minus the direction around the creation of an Economic Development Strategy.

When the CRD considered transitioning the 2003 Regional Growth Strategy to a Regional Sustainability Strategy, preliminary discussions and work included a number of proposed enhancements including to the Strategy, namely:

- Identification of regionally significant industrial lands;
- Direction for the creation of economic development policy;
- Policies to support the food agriculture economy; and
- Policy to support regional collaboration on issues surrounding the supply and demand for employment lands.

While the CRD Board has directed that the 2016 Regional Growth Strategy update is to maintain the overall direction and focus of the 2003 Regional Growth Strategy, and acknowledges that "Regional Sustainability Strategy content not captured in the draft 2016 Regional Growth Strategy be included in subsidiary CRD documents as updates occur through the regular departmental work planning process", it may be worthwhile to bolster the economic development section to highlight items where regional direction and collaboration would be helpful.

Staff Recommendation: That Council request that the CRD add policies to Section 5 of the draft 2016 Regional Growth Strategy to address:

- The protection of industrial land; and
- Collaboration on issues of regional economic development, including through shared research and analysis, and work with regional economic development entities.

4. Community Profile Update

As part of this informal referral process, a specific request from the CRD was made for each community to consider how they might want their community profile to be updated. Saanich's current profile in the 2003 Regional Growth Strategy reads as follows:

“Saanich remains a series of community focused neighbourhoods, within an urban containment boundary that clearly separates the urban area from the rural portion of the municipality. Rural Saanich forms part of the peninsula farm lands. Population increases are managed within the context of the local area planning process, where land use, density and development policies encourage diversity of lifestyle, housing, economic and cultural opportunities.”

Subsequent to the adoption of the 2003 Regional Growth Strategy, an updated Saanich Official Community Plan was adopted in 2008. The new Official Community Plan articulates a central focus on sustainability. While the fundamental values of Saanich’s 2003 community profile are still relevant, staff recommend that Saanich’s community profile be modernized to reflect the vision and values of the current Official Community Plan.

Staff recommendation: That Council request that the CRD integrate the following points into an updated community profile for Saanich:

- Mention that Saanich’s framework for growth is based on sustainability and livability;
- Recognition of environmental integrity as paramount for ensuring social wellbeing and economic vibrancy; and
- Acknowledgement of the role “Centres” and “Villages” play in managing growth and building complete communities.

NEXT STEPS

Based on the feedback received from all of the local governments, a final Regional Growth Strategy document will be prepared by the CRD. A tentative timeline for adoption was provided by the CRD, but could change depending on comments received and any subsequent direction from the CRD’s Committee of the Whole.

April - May 2016	Informal municipal referrals undertaken by the CRD.
June 2016	Report to CRD Committee of the Whole with results of informal municipal referrals.
Summer 2016	CRD staff prepare final draft Regional Growth Strategy.
Fall 2016	CRD staff prepare Regional Growth Strategy Bylaw and initiate bylaw adoption process.
Early 2017	CRD Public Hearing and formal referral for Regional Growth Strategy acceptance.
Spring 2017	CRD Third reading and adoption of Regional Growth Strategy Bylaw.

When a Regional Growth Strategy is adopted, Saanich and other municipalities will be required to update the Regional Context Statement in their Official Community Plans within two years of Regional Growth Strategy Bylaw adoption. Based on the current draft 2016 Regional Growth Strategy, it is anticipated that Saanich’s Official Community Plan Regional Context Statement will not require significant updates.

SUMMARY

A process to update the 2003 Regional Growth Strategy was initiated in 2008. The primary focus of the update has been, until recently, to transition the 2003 Regional Growth Strategy to a Regional Sustainability Strategy that addresses a broader range of subject matter. However, on October 25, 2015, the CRD Board directed staff to revert the Regional Sustainability Strategy

to a Regional Growth Strategy. This decision reflects the CRD Board's desire to focus more on the statutory requirements of a Regional Growth Strategy.

Based on this direction, a draft 2016 Regional Growth Strategy was prepared. On March 9, the CRD Board directed that the draft 2016 Regional Growth Strategy be informally referred to municipal councils for comment.

The purpose of this report is to provide Council with an overview of key changes and highlight four potential areas for comment. Generally, there a limited number of substantive changes between the 2003 and draft 2016 Regional Growth Strategy documents.

Key changes include:

- The addition of a section on greenhouse gas emissions;
- Changes to policy on water servicing extensions;
- Updates to demographic information and targets; and
- The incorporation of directions from recently completed initiatives, including the Regional Housing Affordability Strategy, the Pedestrian and Cycling Master Plan, and the Regional Transportation Strategy.

Staff have identified four subject areas in the draft 2016 Regional Growth Strategy where Council may wish to provide feedback to the CRD, they are:

1. Potential inclusion of a food and agricultural systems section;
2. Support for the retention of piped water servicing as a growth management tool;
3. Enhanced content with respect to economic development; and
4. Suggested changes to the Saanich Community Profile that would bring the profile in better alignment with the current Saanich Official Community Plan.

This informal referral process is the last opportunity for municipalities to provide comment on the Regional Growth Strategy before a final document is prepared and formally referred to municipalities. At the stage of formal referral, municipalities will have 60 days to either accept or reject the Regional Growth Strategy.

RECOMMENDATION

That Council:


1. Support the integration of a regional food and agricultural systems section into the 2016 Regional Growth Strategy.
2. Request that the CRD retain piped water servicing as a growth management tool, or at a minimum, incorporate more stringent criteria to guide any future water service extensions.
3. Request that the CRD add policies to Section 5 of the 2016 Regional Growth Strategy to address:
 - The protection of industrial land; and
 - Collaboration on issues of regional economic development, including through shared research and analysis, and work with regional economic development entities.
4. Request that the CRD integrate the following points into an updated community profile for Saanich:
 - Mention that Saanich's framework for growth is based on sustainability and livability;
 - Recognition of environmental integrity as paramount for ensuring social wellbeing and economic vibrancy; and
 - Acknowledgement of the role "Centres" and "Villages" play in managing growth and building complete communities.

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Attachments:

- Attachment A: Draft 2016 Regional Growth Strategy
- Attachment B: Track changes version of draft 2016 Regional Growth Strategy

cc: Paul Thorkleson, CAO

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation of the Director of Planning.



Paul Thorkleson, CAO

Regional Growth Strategy

Capital Regional District

DRAFT (v.1.5)

March 2016

CRD
Making a difference...together

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Vision

In 2038, Capital Regional District residents enjoy a healthy and rewarding quality of life within a region that is economically vital, where communities are livable and where the environment and natural resources are stewarded with care.

Fundamental to this vision is a commitment to work toward regional sustainability. Simply defined, sustainability means that actions taken to meet needs today do not compromise the ability of future generations to meet their needs, ensure the ongoing health of the natural processes that sustain life, and support the social and economic arrangements that create prosperity and well-being.

The purpose of the Regional Growth Strategy is to help realize this vision, through the commitment of the Capital Regional District, the Juan de Fuca Electoral Area and local municipalities to guide regional growth and change toward common goals.

Goals:

- The majority of future population is housed in existing urban areas;
- Rural areas experience limited population increases and maintain a strong agricultural and resource base;
- A belt of protected green space runs sea to sea from Saanich Inlet south to Juan de Fuca Strait, defining the western edge of Metropolitan Victoria;
- An integrated parks, green space, greenways and trail system protects important natural areas and links town to country;
- Victoria remains the primary regional employment, business and cultural centre and is complemented by major employment and population centres in Langford, Colwood, Saanich and Sidney;
- The proportion of trips taken in single occupant automobiles is reduced, trips by public transit are increased, and there is a region-wide foot path and cycle network;
- Established employment centres are enhanced;
- A wide range of housing types and tenures meet the needs of regional residents; and,
- Communities are socially and physically complete with new development that enhances the identity and walkable human scale of neighbourhoods.

Context

A regional growth strategy is a framework, developed by municipalities and the regional district in partnership, for identifying social, economic and environmental objectives. Its purpose, under Part 13 of the *Local Government Act*, is to "... promote human settlement that is socially, economically, and environmentally healthy and that makes efficient use of public facilities and services, land and other resources." A regional growth strategy expresses how communities will work together to enhance regional quality of life and social well-being. As of 2008, regional growth strategies must also include policies, actions and targets for the reduction of greenhouse gas emissions.

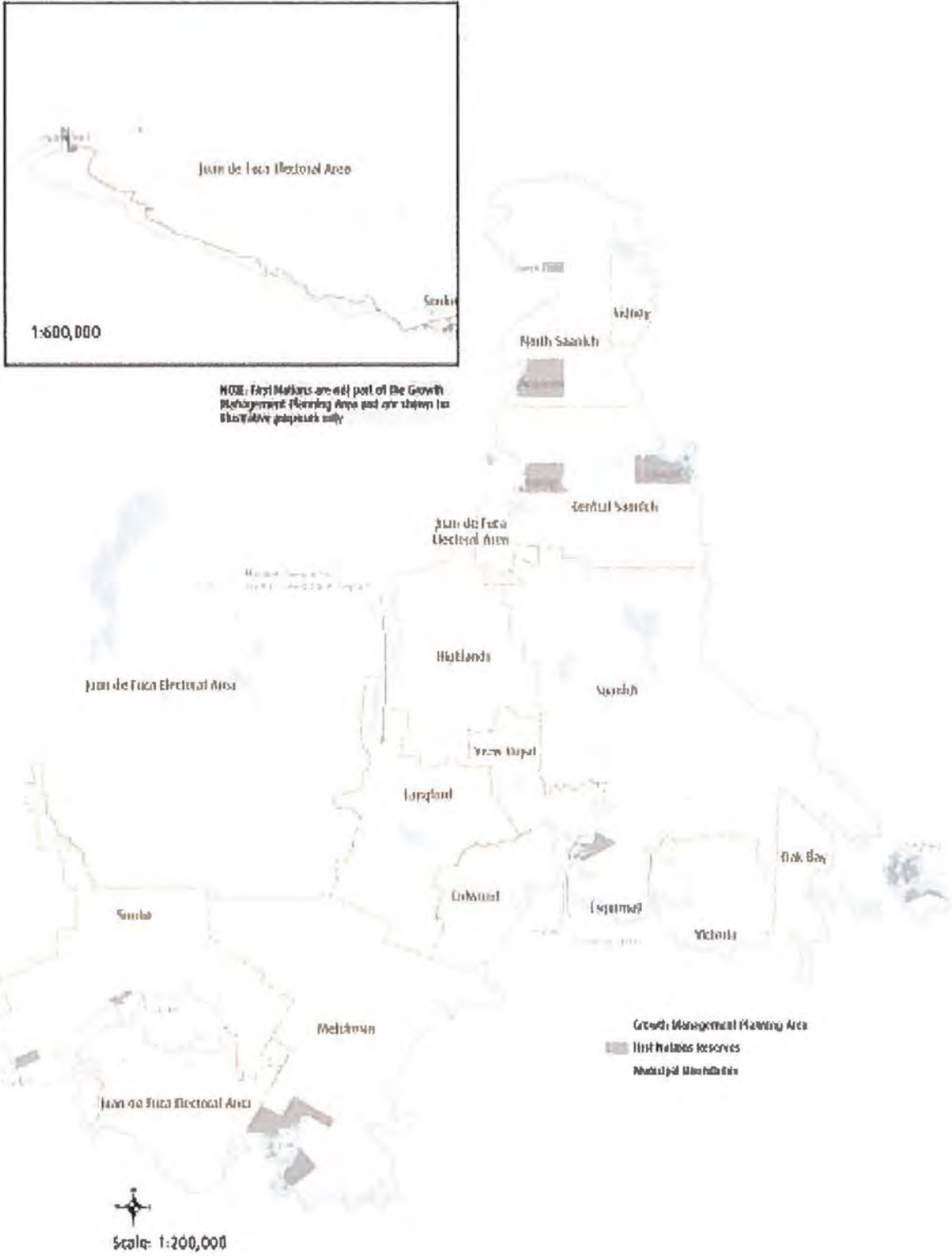
The Capital Regional District adopted a Regional Growth Strategy bylaw in 2003. In 2008, the Capital Regional District Board in partnership with local municipalities initiated the required five year review of the Regional Growth Strategy (2003). The 2016 update to the Regional Growth Strategy follows considerable public and intergovernmental discussion and consultation. At the present time, the Capital Region's ten First Nations are not partners in the regional growth strategy, nor does it apply to the Salt Spring Island and the Southern Gulf Islands Electoral Areas, which fall under the planning jurisdiction of the Islands Trust (see Map 1).

Citizens, local governments, First Nations, school district boards, stakeholders, and provincial and federal agencies have been involved in the Strategy's update through a regional sustainability planning process. This process determined that many of the policies of the Regional Growth Strategy (2003) are achieving desired objectives, notably, increasing compact and complete communities, acquiring green space, and substantially completing the regional trail network. Further, key complementary planning documents identified as actions to implement the Regional Growth Strategy (2003) are complete, including:

- 2007 Regional Housing Affordability Strategy; and
- Regional Transportation Strategy (completed as the 2014 Regional Transportation Plan and the 2011 Pedestrian and Cycling Master Plan).

Input and feedback have affirmed the desire for a strong growth management framework rooted in the Regional Growth Strategy (2003) objectives. Updates integrate recommendations from completed planning documents and address the requirements for policies, actions and targets for greenhouse gas reductions.

MAP 1: REGIONAL GROWTH STRATEGY AREA



The Capital Region is located at the southern-most end of Vancouver Island, in the Cascadia/Salish Sea bio-region (see Map 2). The bio-region runs north-south along a coastal corridor stretching from Campbell River south to Olympia, Washington and east to Hope. The Capital Region's present settlement pattern is characterized by a diverse mix of urban and rural communities, with a concentration of population in the Core Area located along key transportation corridors. The West Shore and Saanich Peninsula feature smaller urban centres, with forestry lands to the west throughout the Juan de Fuca electoral area. Agricultural lands are concentrated on the Saanich Peninsula, with some slightly more dispersed lands on the West Shore.

In this context, modest population growth is forecast for the Capital Region. Table 1 highlights existing and forecasted population, dwelling units and employment.

TABLE 1. POPULATION, DWELLING AND EMPLOYMENT UNIT FORECAST

	2011			2038			Population Share	
	Population	Dwellings	Employment	Population	Dwellings	Employment	2011	2038
Core								
<ul style="list-style-type: none"> • Esquimalt • Oak Bay • Saanich • Victoria • View Royal 	238,900	111,400	141,900	276,700	137,400	164,900	68.9%	62.6%
Saanich Peninsula								
<ul style="list-style-type: none"> • Central Saanich • North Saanich • Sidney 	38,400	16,100	20,300	47,300	20,900	24,900	11.1%	10.7%
West Shore								
<ul style="list-style-type: none"> • Colwood • Highlands • Juan de Fuca Electoral Area • Langford • Metchosin • Sooke 	69,600	26,700	21,500	117,800	46,600	42,700	20.0%	26.7%
Total	346,900	154,200	183,700	441,800	204,900	232,500	100%	100%

Source: Urban Futures, 2014

Please note that First Nations populations are not included in Table 1 as First Nations Reserves fall outside the GMPA.

MAP 2: GEORGIA STRAIT/ PUGET SOUND BASIN



From a 2011 base of approximately 346,900, the region's population is forecast to increase by approximately 95,000 people to 441,800 in 2038, an approximate 1% average annual population increase. The slow aging of the region's population continues as a significant trend, with the proportion of residents 65 years and older expected to rise from 18% in 2011 to 26% by 2038. Further, although the workforce (ages 15 to 64) is projected to grow by 31,900, the proportion of workforce to total population is projected to decline from 69% to 61% by 2038. Serving the needs of an aging population in the context of a proportionally smaller workforce will affect all aspects of the region's social, economic and physical development.

It continues to be clear, however, that even modest population growth would undermine the regional vision if it were accommodated as it has been since the 1950s, through further urban expansion into farms, forests and countryside. Achieving the regional vision requires a concerted effort to largely shift to policies that encourage investment and development in designated urban centres.

The Regional Growth Strategy supports the regional vision by making this policy shift, through strategies that aim to: keep urban settlement compact; protect the integrity of rural communities; protect regional green/blue spaces; manage natural resources and the environment sustainably; build more complete communities; improve housing affordability; increase transportation choice; strengthen the regional economy; and, reduce greenhouse gas emissions.

Objectives

The Regional Growth Strategy includes integrated strategic objectives, incorporating policies, targets, maps and guidelines that together express a program of joint action by the Capital Regional District and local municipalities to achieve the regional vision.

- Policies are provided under the “policy” heading for each objective. The Capital Regional District will implement policies and undertake actions for regionally-delivered services and programs. Local municipalities will identify how their Official Community Plan aligns to each policy in a Regional Context Statement.
- Maps showing the growth management concept plan (Map 3) and the regional green/blue space system (Map 4) provide spatial definition for policy.
- Targets for each objective are provided in Table 2 at the end of the document.
- Actions for the Capital Regional District to implement the Regional Growth Strategy are provided in the Implementation Measures section.

1. Managing and Balancing Growth

1.1 Keep Urban Settlement Compact

The Regional Growth Strategy aims to keep urban areas compact and largely contained within a Regional Urban Containment and Servicing Policy Area. Fundamental to urban containment are four related principles that aim to increase the capacity of urban areas, particularly in the Core Municipalities and the urban West Shore, to accommodate new growth.¹

Principles:

- I. Establish a strong mixed-use Metropolitan Core focused around Victoria’s downtown core area;
- II. Focus new growth primarily in eight Major Centres, shown on Map 3, revitalized as walkable, transit-focused complete communities with a dense mix of businesses, housing, services and public open space;
- III. Increase the proportion of apartments, row houses and other attached housing types within the Regional Urban Containment and Servicing Policy Area, especially within Major Centres; and,
- IV. Locate a minimum of 95% of the region’s new dwelling units to 2038 within the Regional Urban Containment and Servicing Policy Area.

¹ Table 1 provides a general forecast, for information only, of population, dwelling units and employment in 2038 by sub-region that could be expected under the Regional Growth Strategy.

The aim of the objective is to create a pattern of major centres within a firm urban containment boundary that will over time result in the concentration of most new growth in the centres and connecting corridors that can be effectively served by express-bus transit. This lays the foundation to achieve a longer term objective of connecting the downtown - Victoria-Douglas Street-Uptown corridor with the Colwood and Langford Major Centres, by high- capacity public transit running in a dedicated right-of-way.

To support quality of life and community character in rural areas, the Regional Growth Strategy establishes policies to reduce development pressures in rural communities (and contained urban areas) in the Saanich Peninsula, rural West Shore, Sooke and the Juan de Fuca Electoral Area and to keep growth moderate consistent with existing official community plans.

Five land use policy designations and the general identification of locations for a Metropolitan Core and eight Major Centres support this growth management concept. Maps 3 and 4 illustrate the growth management concept. The maps contained in the RGS are small-scale illustrations of the official land use policy area maps. Regional land use policy area boundaries are approximate, should boundaries not align with a legal boundary, the Agricultural Land Reserve boundary, a municipal or Juan de Fuca Electoral Area Official Community Plan or zoning boundary, or a distinct geographic feature, the boundaries shown in the accepted Regional Context Statement or adopted Juan de Fuca Electoral Area Official Community Plan prevail. The five land use policy designations on Maps 3 and 4 are:

Capital Green Lands Policy Area: Includes Ecological Reserves, Capital Regional District Water lands, and Major Parks identified in the Regional Green/Blue Spaces Strategy. The Regional Growth Strategy sets out in policy 1.2(1) the continued long-term use of these lands for these purposes.

Renewable Resource Lands Policy Area: Includes lands within the Agricultural Land Reserve (ALR), the Privately Managed Forest Land and Crown Forest Lands identified in the Regional Green/Blue Spaces Strategy. The Regional Growth Strategy sets out in policy 1.2(2) the continued long-term use of these lands as renewable resource working landscapes.

Regional Urban Containment and Servicing Policy Area: Includes lands, at the date of the adoption of the Regional Growth Strategy bylaw, designated in official community plans primarily for urban development. The Regional Growth Strategy restricts extension of urban-standard sanitary sewerage services beyond the boundary of this policy area except as set out under policy 1.1(4). A complementary policy (policy 1.2[3]) restricts development potential for Capital Green Lands, Renewable Resource Lands and Rural/Rural Residential to subdivision and density limits identified in the applicable Official Community Plan at the date of adoption of the Regional Growth Strategy bylaw.

The policy area also includes the general locations for a Metropolitan Core and eight Major Centres. Boundaries for these centres are shown generally on the growth management concept map and may be defined more specifically by municipalities in municipal plans (e.g., Official Community Plans) and may be shown in Regional Context Statements.

Where Capital Green Lands and Renewable Resource Lands Policy Areas overlap with the Regional Urban Containment and Servicing Policy Area, the land use policy for the Capital Green Lands and Renewable Resource Lands Policy Areas shall take precedence. Liquid waste service may be provided to such lands within the Regional Urban Containment and Servicing Policy Area provided it is for a purpose consistent with the purpose and intent of the Capital Green Lands and Renewable Resource Lands Policy Areas.

Unprotected Green Space Policy Area: Includes lands, shown on Maps 3 and 4, identified in the Regional Green/Blue Spaces Strategy as unprotected core green space (i.e., areas with green space value which are not in existing parks or protected areas). The Regional Growth Strategy sets out in policy 2.1(2) that the ecological value of significant portions of these lands be protected through a variety of means. Depending upon circumstances, these means could include designation as a development permit area for the protection of ecological values, protection by a conservation covenant, or acquisition and designation as a park or ecological reserve.

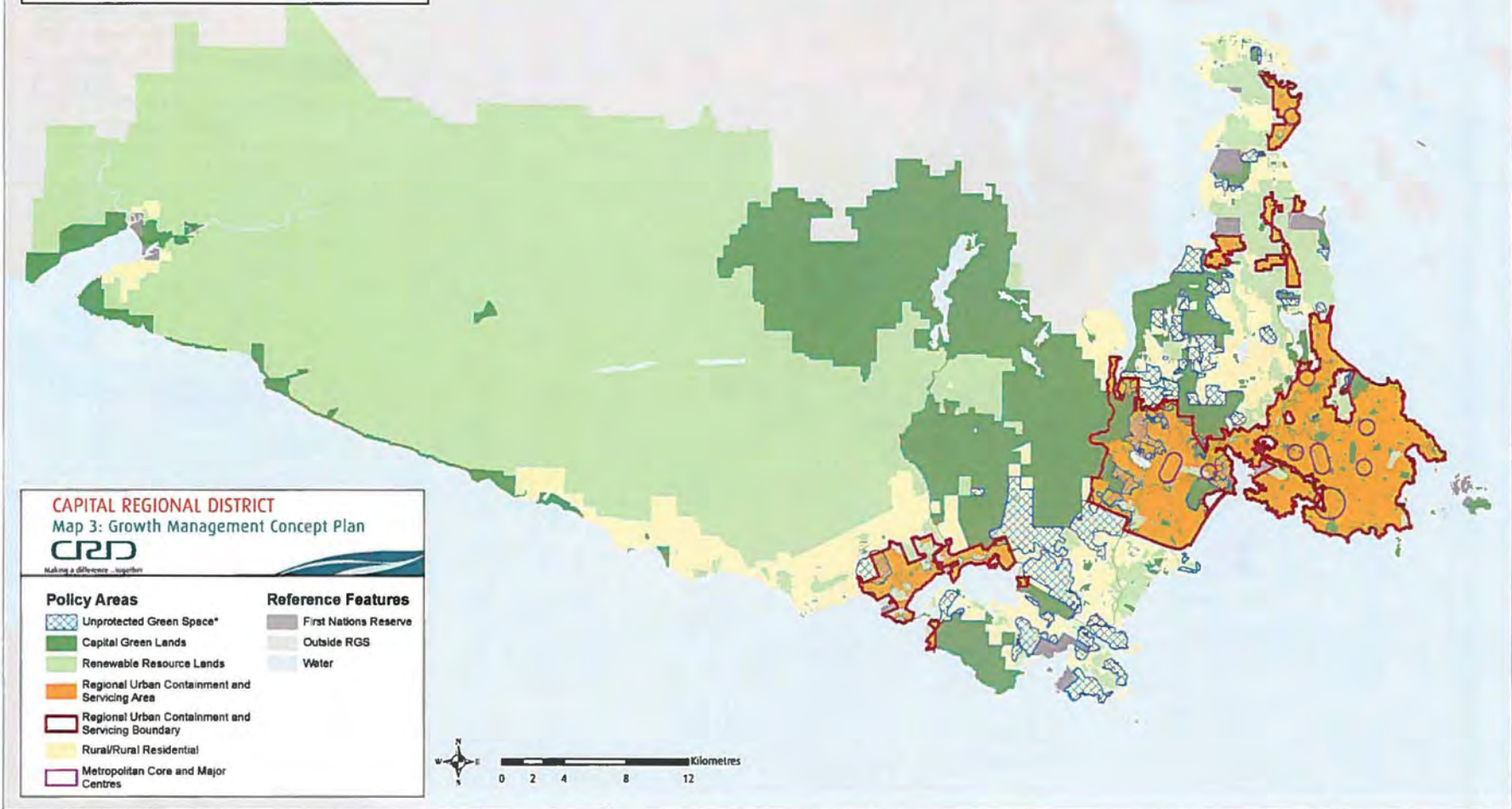
Rural/Rural Residential Policy Area: Includes lands at the date of adoption of the Regional Growth Strategy bylaw, designated in official community plans for rural and rural residential purposes and, for the Victoria International Airport, with development potential as established through approved Memorandum of Understanding. The policy area also includes pockets of small lot detached, duplex and other housing, isolated local commercial and industrial land uses, and low-impact tourism land uses in areas of predominantly rural character. The Regional Growth Strategy sets out in policy 1.2(3) that these areas remain rural in character with development potential restricted to density and subdivision limits identified in official community plans, as determined at the date of the adoption of the Regional Growth Strategy bylaw.

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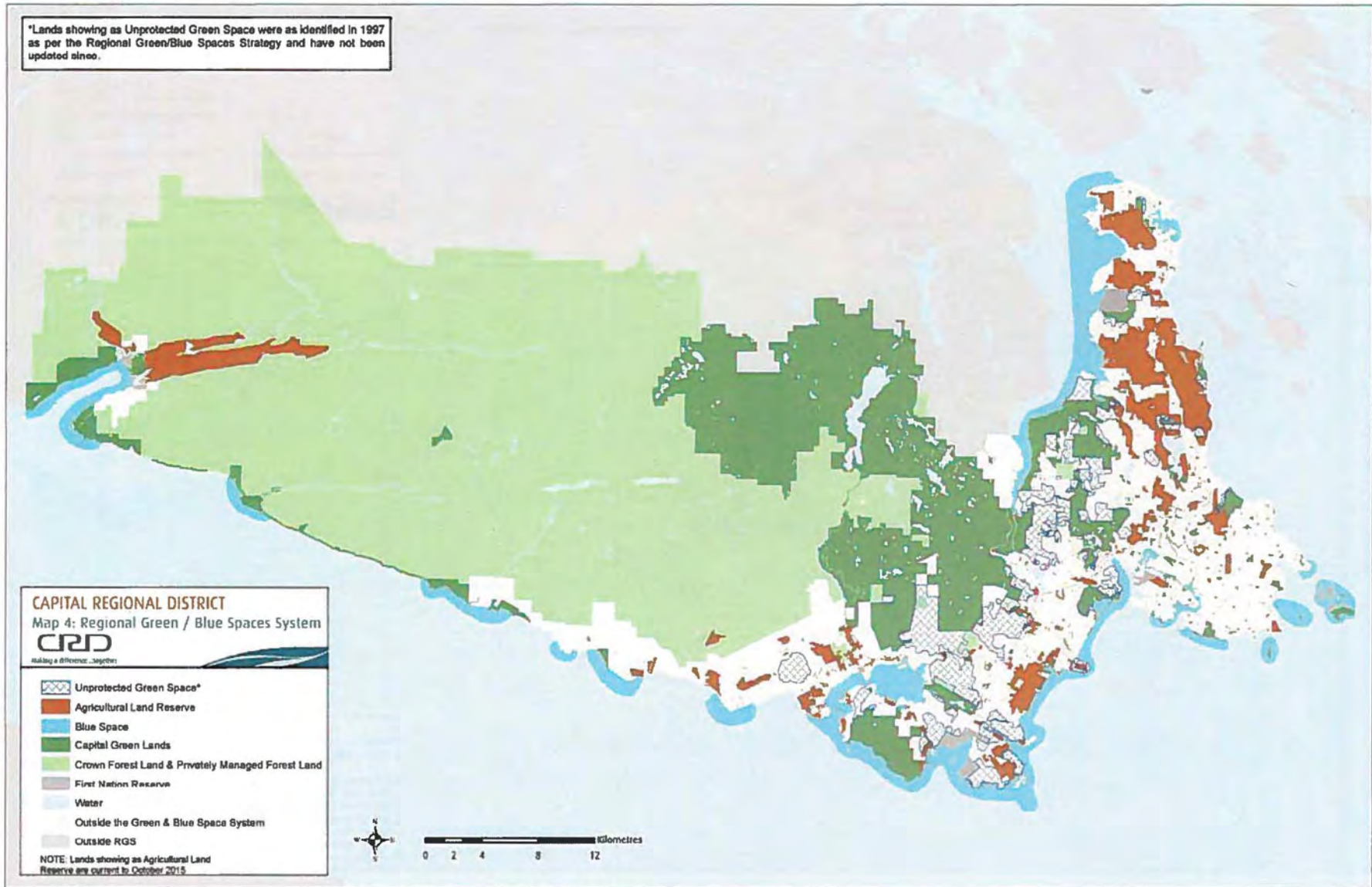
MAP 3: GROWTH MANAGEMENT CONCEPT PLAN

Please be advised that lands identified as Rural / Rural Residential in the Juan de Fuca Electoral Area (Shirley) and as Regional Urban Containment and Servicing Policy Area (RUCSPA) in North Saanich are draft and may be subject to change. The densities and land use policy designations shown in this map are likely the most expansive, and could be retracted depending on the outcomes of electoral area and municipal planning processes that are currently ongoing.
 *Lands showing as Unprotected Green Space were as identified in 1997 as per the Regional Green/Blue Spaces Strategy and have not been updated since.



Draft - CRD Regional Growth Strategy - February 2016

MAP 4: REGIONAL GREEN/BLUE SPACES



Policies:

1. Provide for urban containment and servicing areas consistent with the Regional Urban Containment and Servicing Policy Area depicted on Map 3, and adopt associated policies regarding the protection, buffering and long term maintenance of its boundary.
2. Permit amendment to the Regional Urban Containment and Servicing Policy Area designation generally, only as an outcome of a comprehensive 5-year review of the Regional Growth Strategy, recognizing that municipal councils and the Capital Regional District Board are free to initiate at any time amendments to official community plans and the regional growth strategy they deem necessary, through statutory processes established in the *Local Government Act*.
3. Provide for Major Centres shown on Map 3, recognizing that Major Center boundaries are conceptual, and that municipalities will undertake detailed centre planning through their official community plan and zoning processes. Review, modify and implement policies to best facilitate growth and investment in the Major Centres in partnership with the Capital Regional District, and permit the designation and development of additional Major Centres only as an outcome of a comprehensive 5-year review of the Regional Growth Strategy.
4. Do not further extend urban sewer services, or increase sewer servicing capacity to encourage growth beyond subdivision and density limits designated in the official community plan at the date of the adoption of the Regional Growth Strategy bylaw, outside the Regional Urban Containment and Servicing Policy Area generally described on Map 3, except to address pressing public health and environmental issues, to provide fire suppression or to service agriculture. Where expansion or increased capacity of existing sewer services is proposed beyond the Regional Urban Containment and Servicing Policy Area boundary, the Regional Context Statement will provide specific guidelines to govern such service expansion and extension.

1.2 Protect the Integrity of Rural Communities

The Regional Growth Strategy seeks to protect the character and quality of rural communities, to ensure that they remain strongly rooted in the agricultural and resource land base, and that the rural countryside and natural landscape remain a durable fact of life in the Capital Region. It does this by designating for long term protection as Capital Green Lands and Renewable Resource Lands, those natural assets including major parks, ecological reserves, forests, farmland and watersheds identified in the Regional Green/Blue Spaces Strategy as the region's green infrastructure. The designation of Capital Green Lands and Renewable Resource Lands has the further benefit of reinforcing the long-term effort to keep urban settlement compact.

Subdivision and development proposed for rural and rural-residential communities that are not defined as Capital Green Lands or Renewable Resource Lands must be undertaken in a way that enhances rural character and quality of life.

Policies:

1. Ensure the long-term protection of Capital Green Lands depicted on Maps 3 and 4. This would include policies aimed at buffering Capital Green Lands from activities in adjacent urban areas.
2. Ensure the long-term protection of Renewable Resource Lands depicted on Maps 3 and 4. This would include policies aimed at buffering Renewable Resource Lands from activities in adjacent urban areas, and policies that support farming within the Agricultural Land Reserve, and forestry and silviculture within the Privately Managed Forest Land.
3. Restrict development potential on lands identified as Capital Green Lands, Renewable Resource Lands, and Rural/Rural Residential on Map 3 to subdivision and density limits in the designated official community plan as determined at the date of the adoption of the Regional Growth Strategy bylaw. Regional Context Statements could reference specific mechanisms (for example, density bonusing provisions) that could be used to achieve this overall goal.
4. Identify, where appropriate, policy guidelines for buffering and land use transition between urban areas and Capital Green Lands and Renewable Resource Lands, and how the guidelines would be applied through regulation.

2. Environment and Resources

2.1 Protect Regional Green and Blue Space

The Capital Region has a rich inheritance of natural lands and waters of great beauty and biophysical diversity. Many of the region's green and blue spaces are of provincial, national and international significance. The Regional Growth Strategy aims to protect the landscape character, ecological heritage and biodiversity of the Capital Region. It does this by supporting the collaborative implementation of the Regional Green/Blue Spaces Strategy, approved by the Capital Regional District Board and the former Provincial Capital Commission in November 1997. Key elements of the Regional Green/Blue Spaces Strategy include the protection of a sea to sea green/blue belt running from Saanich Inlet south to Juan de Fuca Strait, and the development of an integrated system of parks and trails linking urban areas to rural green space areas. Map 4 identifies the regional green/blue space system that the Regional Growth Strategy intends to achieve. The Regional Growth Strategy sets a target to acquire 100% of the sea to sea green/blue belt.

A significant part of the proposed green/blue space system is comprised of lands with ecological value of regional significance either in public or private ownership, that are identified as currently unprotected by the Regional Green/ Blue Spaces Strategy. The Regional Growth Strategy objective is for the Capital Regional District and local municipalities to work together to protect from development, as much as possible, the lands identified as Unprotected Green Space Policy Area on Maps 3 and 4.

The Capital Region's rich marine water and foreshore environments are an equally important part of the proposed green/blue space system. The Regional Green/Blue Spaces Strategy identifies many of these waters and tidal zones as having ecological value of regional and indeed national significance. These marine areas fall under the jurisdiction of the federal and provincial government.

Policies:

1. Establish the regional green/blue space system identified on Map 4. Prioritize community and regional park land acquisition, public and private land stewardship programs and regional trail network construction that contributes to completion of the sea to sea green/blue belt.
2. Protect lands within the area identified as Unprotected Green Space Policy Area on Map 4 using tools that may consist of policies, regulations, development permit area guidelines, incentives and initiatives delivered at the local level.
3. Protect the ecological integrity of the marine areas identified as Blue Space Core Policy Area on Map 4 through collaborative initiatives (e.g., the preparation of a coastal zone management plan).

2.2 Manage Natural Resources and the Environment Sustainably

The Regional Growth Strategy intends that residents of the Capital Region enjoy a healthy environment where environmental quality is improved and the inheritance of renewable and non-renewable natural resources is carefully stewarded. It does this by supporting the use of principles of sustainability to govern the ways in which local governments manage the land and natural resources within their jurisdiction, and deliver services that affect the natural environment. Managing natural resources and the environment sustainably means following four general principles.

Principles:

- I. Waste discharges of all types should not exceed the assimilative capacity of the natural environment (including land, air and water);
- II. Depletion rates for natural resources should not exceed the regenerative capacity of the ecosystems that produce them;
- III. Consumption of scarce renewable and non-renewable resources should be minimized through conservation, efficiency and application of reduce, reuse and recycle practices; and,
- IV. Decision-making should give first priority to options that maintain ecosystem health and support the ongoing ability of natural systems to sustain life.

Managing regional district and municipal physical services consistent with these principles – in particular, drinking water, liquid and solid waste, and storm water – is a means of improving human health and environmental quality, and of using natural resources in a careful manner. By applying these principles, it will be possible to accommodate the anticipated population increase without significant changes to regional water, sewer and solid waste management services.

Policies:

1. Manage, deliver, and extend physical and environmental services consistent with the principles of sustainability and overall intent of the Regional Growth Strategy.
2. Manage surface water, drainage and groundwater in non-catchment watersheds throughout the region using an integrated watershed planning approach consistent with the principles of sustainability included in the Regional Growth Strategy.
3. Plan for the long term strategic resource needs in the Capital Region – including food, (paying specific attention to local food production), energy, water, and aggregate materials. Plans will consider long term demand, security of supply, potential impacts of factors such as long term climate change, fossil fuel depletion and water reclamation where feasible, and make policy and program recommendations to ensure that future needs are successfully anticipated and met.

3. Housing and Community

3.1 Build Complete Communities

The Regional Growth Strategy supports the development of communities within the Regional Urban Containment and Servicing Policy Area that enable residents to undertake a wider range of daily activities closer to home. It does this by supporting the development of communities that offer a variety of housing types and tenures in close proximity to places of work, schools, shopping, recreation, parks and green space. Complete communities provide a better balance and distribution of jobs and housing, a wider choice of affordable housing types, a better distribution of public services and more opportunity to walk, cycle, and use public transit conveniently. Complete communities are safe, socially diverse, openly accessible, and livable, thereby enhancing social sustainability and community health and well-being.

Urban development projects contribute to community completeness when, to the greatest extent possible, all or some of the criteria listed below are satisfied.

Urban Development Criteria

- I. Projects are located within the Metropolitan Core or a Major Centre;
- II. Projects are located within a ten-minute walk (500 metres) of the Metropolitan Core or a Major Centre;
- III. Projects co-locate a mix of housing, employment, services, and recreation;
- IV. Housing is located within a ten minute walk of an existing commercial/ employment centre, neighbourhood store, recreation facility, school, park, or community allotment garden;
- V. Projects either avoid locations with high seismic hazard – associated with ground-motion amplification, liquefaction, slope instability or are prone to flooding – or incorporate appropriate engineering and planning measures to mitigate risk; and,
- VI. Businesses, services, and housing are located within a seven minute walk (400 metres) of a public transit route.

Policies:

1. Create complete communities that support the wellbeing of residents, using urban development criteria outlined in Objective 3.1 as a guide.

3.2 Improve Housing Affordability

Maintaining a broad range of housing types and forms that are affordable is necessary for individual quality of life, community health, and economic competitiveness. Urban containment and the establishment of a Metropolitan Core and Major Centres may have mixed results for housing affordability. Increased residential densities and an expanded stock of attached housing may enhance general affordability by expanding the choice of more affordable housing types and by reducing the need to rely on travel by car to reach services. On the other hand, urban containment measures also have the effect of limiting the supply of new lands for the urban housing market, thereby putting upward pressure on housing prices, particularly for single detached homes. The provision of affordable housing to accommodate the anticipated population increase is the responsibility of many stakeholders including the Capital Regional District, local and senior levels of government, industry and the not-for-profit sector.

The Capital Region Housing Corporation will continue to provide affordable housing to meet the needs associated with anticipated population growth, recognizing that implementation relies on funding and partnerships with other stakeholders. In addition to the provision of affordable housing, the Regional Housing Affordability Strategy has been developed to support all residents of the Capital Region – especially low and moderate-income households, the elderly, youth, those with special health and other needs, and the homeless – to have reasonable choice of housing by type, tenure, price and location. Five principles underlie the Regional Housing Affordability Strategy.

Principles:

- I. Work across the housing spectrum when identifying the current and anticipated future issues concerning market and non-market housing affordability for no, low and middle income and special needs households;
- II. Analyze the extent of present issues and forecast future problems;
- III. Focus on developing practical policies, and gaining commitments to action to address these needs and problems in the short, medium and long term across the Capital Region;
- IV. Involve the broader community in the development of the strategy and its recommended solutions; and,
- V. Act as a catalyst for activities to improve housing affordability in the Capital Region.

Policies:

1. Provide for an adequate, accessible and diverse supply of affordable housing across the housing continuum.

4. Transportation

4.1 Increase Transportation Choice

The Regional Growth Strategy supports the development of a balanced and sustainable transportation system providing residents with reasonable and affordable transportation choices that enhance overall regional quality of life.

To achieve this objective, the Regional Growth Strategy relies on two related initiatives. First, the coordination of land use and transportation so that the majority of regional residents do not have to rely solely on travel by automobile to meet their daily needs. The Regional Growth Strategy's aim to keep urban settlement compact and build complete communities (Objectives 1.1 and 3.1) will tend to increase average urban densities and put people and their activities (homes, jobs, services) closer together. These measures on their own enhance opportunities for walking, cycling, and public transit to meet daily needs, thereby reducing the need to devote more land to arterial roads and parking.

Second, the Regional Transportation Plan and the Pedestrian and Cycling Master Plan guides the planning, development and implementation of a Regional Multi-Modal Network that provides travel choices and supports smart growth and livable, complete communities. Achieving the Regional Multi-Modal Network is the responsibility of many actors, including the Capital Regional District, local and senior levels of government and BC Transit. Seven principles guide the Regional Transportation Plan and support the multi-modal and integrated approach to transportation across the region.

Principles:

- I. Take a coordinated and engaged approach to planning;
- II. Prioritize strategic investments that serve regional mobility needs;
- III. Reduce greenhouse gas emissions and prepare for changes;
- IV. Integrate transportation and land use planning;
- V. Capitalize on the potential for alternatives to driving alone;
- VI. Enhance the role for public transit; and
- VII. Maximize efficiency of existing transportation corridors for multiple modes.

Policies:

1. Implement the Regional Multi-Modal Network in accordance with the principles outlined in Objective 4.1.
2. Locate growth and major trip-generating uses where it can be efficiently serviced by transit and active transportation.
3. Prioritize transit and active modes in community planning and in the design and implementation of infrastructure, facilities and programs.

5. Economic Development

5.1 Strengthen the Regional Economy

The Regional Growth Strategy intends that residents of the Capital Region enjoy economic prosperity as a foundation of high regional quality of life. Economic sustainability means the production and distribution of wealth to meet the needs of present and future generations for goods and services in ways that ensure the long-term promotion of a satisfying and high quality of life for all residents. A sustainable economy is one that exhibits diverse and viable economic opportunities and is resilient and responsive to changing circumstances. A further characteristic is the involvement of a broad range of parties and interests in economic decision-making. A sustainable economy also supports the achievement of environmental and social sustainability.

The Capital Region already has a highly diversified economy. Current strengths include the internationally significant tourism industry, agri-tourism, colleges and universities, provincial capital services and functions, major national defense headquarters and facilities, a growing high technology sector, health services, small business, environmental consulting, retirement services, the film industry and a natural environment and livable communities that attract others to live here. These advantages notwithstanding, significant regional growth management and quality of life issues remain that need to be addressed including:

- I. Finding ways to achieve a minimum jobs/population ratio of:
 - i. 0.60 in the Core Area
 - ii. 0.53 in the Saanich Peninsula
 - iii. 0.36 in the West Shore;
- II. Finding ways to expand and diversify the economy of formerly resource-dependent communities in Sooke and the Juan de Fuca Electoral Area, and the region as a whole;
- III. Finding ways to ensure the long term, affordable supply of strategic economic resources such as water, aggregate and energy;
- IV. Finding ways to increase economic activity in forestry and agriculture including high-value and specialized agriculture and value-added forestry;
- V. Finding ways to address the shortage of designated space-extensive industrial/business land in the region in locations consistent with overall goals regarding community completeness, transportation balance, and a network of major centres within an urban containment boundary;
- VI. Finding ways to include high-value, clean industry and business in the Metropolitan Core and Major Centres;
- VII. Finding ways to attract, develop and maintain a highly skilled workforce; and,
- VIII. Finding ways to reduce poverty in the Capital Region.

Policies:

1. Build on the region's economic, environmental and quality of life advantages to position the region as a highly desirable location for investing in existing and new businesses.
2. Provide for land development patterns that maintain an adequate supply of employment land, transportation infrastructure and services to support a diverse regional economy.

6. Reduce Greenhouse Gas Emissions

6.1 Significantly Reduce Community-Based Greenhouse Gas Emissions

The Regional Growth Strategy supports the reduction of community-based greenhouse gas emissions to address the effects of a changing climate. In the Capital Region, greenhouse gas emissions come from the transportation system, the heating, cooling and energizing of buildings, waste, energy production, the production of goods and agriculture.

The Capital Regional District and local governments have long-standing commitments to make decisions, target investments and build capacity for reducing the use of fossil fuels and expanding the clean energy economy. Further, the Regional Growth Strategy's aim to keep urban settlement compact, build complete communities and create a regional multi-modal network of transportation corridors (Objectives 1.1, 3.1 and 4.1) will support the low-carbon built form that is the foundation for reducing energy demand.

Reducing community greenhouse gas emissions requires action on many fronts and is the responsibility of many actors including the Capital Regional District, local and senior levels of government, industry, institutions, businesses and residents. It requires coordinated, consistently applied action focusing on people, land use, transportation, infrastructure and technology. Achieving the community greenhouse gas reduction targets means following four related principles.

Principles:

- I. Create a low-carbon built form to reduce energy demand;
- II. Increase energy efficiency and recovery from retrofits and new development;
- III. Promote energy efficiency and the use of renewable, clean energy to reduce reliance on fossil fuels; and
- IV. Protect the carbon sequestration value of natural systems, including forested lands and wetlands.

Policies:

1. Prioritize investment in compact, complete communities to provide for a low-carbon built form that supports efficient energy use, the provision of clean and renewable district energy, active transportation modes, transit service, and low/zero emissions vehicles.
2. Design, manage, fund and operate programs, services and infrastructure to reduce greenhouse gas emissions in keeping with the principles outlined in Objective 6.1.
3. Strategically acquire protected areas that contribute to climate change mitigation.

Implementation Measures

The Capital Regional District Board, working in partnership with local municipalities, the Province, the Federal Government and others, will undertake the following implementation measures to realize the vision, objectives and policies of the Regional Growth Strategy:

- I-1a. Maintain a collaborative regional strategic planning program directed to work towards achievement of the long term objectives of the Regional Growth Strategy.
- I-1b. At least once every five years, consider whether the Regional Growth Strategy should be reviewed for possible revision and amendment.
- I-2. Monitor, evaluate and annually report on trends and progress towards achievement of Regional Growth Strategy vision and objectives.
- I-3(a) Prepare a Climate Action Strategy to support the implementation of community-based greenhouse gas reduction initiatives.
- I-3(b) Support local governments and electoral areas through regional capacity building, education and projects that reduce greenhouse gas emissions.
- I-4. Work to reach agreement with local municipalities on Regional Context Statements within two years of the adoption of the Regional Growth Strategy. Regional Context Statements, adopted within the applicable Official Community Plan, set out how each municipality will address Regional Growth Strategy policies.
- I-5. Establish a mechanism to ensure that the vision, goals and objectives of the Regional Growth Strategy cascade to Capital Regional District plans, bylaws, services and spending.
- I-6. Coordinate the review and update of regional planning documents to inform future updates to the Regional Growth Strategy.
- I-7. Implement the Regional Growth Strategy without prejudice to any aboriginal rights or title that may currently exist, or be defined further through treaty or other processes. The Board will do this with the full recognition that Capital Region First Nations have asserted within their traditional territories, aboriginal rights and title and treaty rights currently undergoing formal definition through the modern treaty and other processes. The Board recognizes that First Nations Councils are neighbouring governments in the Capital Region, with a shared interest in managing long term development to enhance regional quality of life.
- I-8. Coordinate with the Cowichan Valley Regional District and the Islands Trust to ensure that long term planning and development policies and initiatives in those jurisdictions

are compatible with the vision and objectives of the Capital Region's Regional Growth Strategy.

- I-9 The Capital Regional District will work with the Province, agencies such as the Vancouver Island Health Authority and BC Transit, and the federal government to coordinate implementation of the Regional Growth Strategy while respecting the authority of each jurisdiction.

TABLE 2: TARGETS BY PRIORITY AREA AND OBJECTIVE

PRIORITY AREA	OBJECTIVE	TARGETS
1) Managing and Balancing Growth	1.1 Keep Urban Settlement Compact	<ul style="list-style-type: none"> Locate 30% of new growth (dwelling units) in walkable, bikeable, transit serviced communities that provide a variety of housing types and tenures close to places of work, shopping, learning, recreation, parks and green space. Accommodate a minimum of 95% of the region's cumulative new dwelling units within the Regional Urban Containment and Servicing Policy Area.
	1.2 Protect the Integrity of Rural Communities	<ul style="list-style-type: none"> By 2038, do not exceed the subdivision and density limits in designated Official Community Plans at the date of adoption of the RGS in rural and rural residential areas.
2) Environment and Resources	2.1 Protect Regional Green and Blue Space	<ul style="list-style-type: none"> Acquire 100% of the sea-to-sea green/blue belt. Complete a minimum of 100% of the Regional Trail Network.
	2.2 Manage Natural Resources and the Environment Sustainably	<ul style="list-style-type: none"> Identify long-term capital plans for Capital Regional District utilities and major infrastructure improvements necessary to address the impacts of climate change and natural hazards.
3) Housing and Community	3.1 Build Complete Communities	<ul style="list-style-type: none"> Municipal targets to be established through desired development guidelines for individual Official Community Plans through Regional Context Statements, within two years of the adoption of the RGS.
	3.2 Improve Housing Affordability	<ul style="list-style-type: none"> Increase the supply of more affordable housing. Reduce the number of people in core housing need. Reduce the number of people who are homeless.²
4) Transportation	4.1 Increase Transportation Choice	<ul style="list-style-type: none"> Achieve a transportation system that sees 42% of all trips made by walking, cycling, transit.
5) Economic Development	5.1 Strengthen the Regional Economy	<ul style="list-style-type: none"> Achieve a jobs/population ratio of: <ul style="list-style-type: none"> – 0.60 in Core Area – 0.53 in Saanich Peninsula – 0.36 in West Shore
6) Reduce Greenhouse Gas Emissions	6.1 Significantly reduce community-based greenhouse gas emissions	<ul style="list-style-type: none"> Reduce community greenhouse gas emissions by 33% (from 2007 levels) by 2020, and by 61% by 2038.

² Numeric targets will be identified in an updated Regional Housing Affordability Strategy. At the time of writing, the targets in the approved Regional Housing Affordability Strategy are inconsistent with the legislated timeline of the Regional Growth Strategy.

Appendix A Framework For Our Future: Guiding Principles

On July 15, 1998 the Capital Regional District Board resolved to adopt the Framework For Our Future Agreement to guide the development of a regional growth strategy for the Capital Region. The Framework Agreement provided general guiding principles for the preparation of the Regional Growth Strategy. Over 15 years later, in 2016, this framework endures as the foundation of the Regional Growth Strategy (2003).

1. The Capital Region's Growth Management Strategy is based on four fundamental principles:

Sustainability: actions to meet our needs today do not compromise the ability of future generations to meet their needs, and ensure the ongoing healthy functioning of the natural systems that sustain life.

Appropriateness: actions are appropriate to the aspirations and local conditions of the Capital Region, and do not simply reflect the uncritical application of ideas developed for other places and situations.

Continuity: the strategy will build on work that has already been undertaken by the Capital Regional District and its member municipalities, and will consider the thoughts and ideas contributed by individual residents and community associations.

Cooperation, Collaboration and Coordination: the Capital Regional District, local municipalities, provincial ministries and agencies, and regional residents will work together to develop and implement the strategy. First Nations, the Islands Trust, and the Cowichan Valley Regional District are neighbouring governments and will be invited to participate.

2. In addition, the development and evaluation of alternative solutions will pay due regard to the following 14 provincial goals set out in the *Local Government Act*:
 1. Avoid urban sprawl;
 2. Minimize automobile use and encourage walking, cycling and efficient public transit;
 3. Move goods and people efficiently, making effective use of transportation and utility corridors;
 4. Protect environmentally sensitive areas;

5. Maintain a secure and productive resource base, including the agricultural land and the forest land reserves;
6. Encourage economic development that supports the unique character of communities;
7. Reduce and prevent air, land and water pollution;
8. Ensure adequate, affordable and appropriate housing;
9. Ensure adequate inventories of suitable land and resources for future settlement;
10. Protect the quality and quantity of ground and surface water;
11. Minimize the risks to settlement associated with natural hazards;
12. Preserve, create and link urban and rural open space including parks and recreation areas;
13. Plan for energy supply and promote efficient use, conservation and alternative sources of energy; and,
14. Ensure good stewardship of land, sites and structures with cultural heritage value.

Appendix B

The Regional Green/Blue Spaces Vision

The Green/Blue Spaces Strategy sets out a comprehensive, long-term strategy for maintaining, conserving, rehabilitating and restoring green/blue spaces on public and private lands in the region, including areas with ecological, aesthetic, renewable resource, outdoor recreation and greenways values. The Board adopted the Green/Blue Spaces vision on November 26, 1997 as a guide for the preparation of the regional growth strategy. This vision – Our Essential Nature – forms part of the Framework For Our Future Agreement adopted by the Board on July 15, 1998 to guide the development of the regional growth strategy.

“*There are times when we just want to roam the Gowlland Range and listen to the sound of air stirred up by eagles’ wings. Or stroll the Swan Lake boardwalk and watch a family of proud ducklings parade past our feet.*

Then there are days when splashing about with our children in the cool, clean waters of Thetis Lake is the only thing worth doing. Or maybe it’s kicking up the warm, soft sand of Willows Beach.

Perhaps it’s walking along the Colquitz Creek that makes our world come alive. Or taking a second, reflective look at a rare old Douglas-fir on the grounds of Royal Roads.

Whether it is the pastoral splendour of the Saanich Peninsula Farmlands, or the stark and wild beauty of the Juan de Fuca coastline, our ability to appreciate nature begins with whatever captivates our senses. It then expands to values we feel deeply but rarely capture in words.

All of us who live in the Capital Regional District cherish the natural environment that is so essential to our quality of life, and we are determined that it never be compromised.

So although we already enjoy a diverse network of protected areas that stretches from the southern Gulf Islands to Port Renfrew, we cannot be complacent. As the region’s population continues to grow, we must ensure that the stewardship of the natural environment remains integral to all forms of urban, suburban and rural development.

But we don't protect nature just so we can hike, relax and contemplate. We must also safeguard endangered species and sensitive ecosystems such as Garry Oak meadows and stands of old growth Douglas-fir. And we need to give Pacific salmon a fighting chance to return to urban streams.

To that end we envision the development of a regional green/blue space system that will protect and maintain the full range and diversity of the natural environment that surrounds us, including significant green spaces, the marine environment, wetlands, fish and wildlife habitat, and unique ecosystems.

We are also committed to protecting and maintaining the last remnants of ecosystems that flourished here before the time of Captain Cook, and to restore natural systems we have altered.

This is neither a park plan nor a policy document, but a vision of cooperative stewardship that integrates the contributions of citizens, landowners, businesses, communities, and all levels of government. It is a vision of sustaining the essential nature of our region, of continually creating and protecting a livable and healthy community – and passing on that legacy to future generations.

The objectives of the Regional Green/Blue Spaces Strategy are to:

- Conserve rare, threatened or endangered ecosystems and species in the Capital Regional District;
- Maintain biological diversity by protecting and enhancing a variety of habitats;
- Conserve ecologically valuable areas in large, diverse, contiguous units and connect them with greenways;
- Maintain the character and diversity of green/blue spaces in the Capital Regional District;
- Enhance and restore areas that could have green/blue space values;
- Develop a comprehensive set of priorities for the conservation of green/blue spaces in the Capital Regional District;
- Educate people about the value of protecting green/blue spaces in the Capital Regional District; and,
- Foster partnerships for the conservation and stewardship of green/blue spaces.

Appendix C Glossary

Attached housing Any form of housing where more than two individual dwellings are structurally attached including townhouses, apartments regardless of tenure, stacked townhouses and the like.

Benchmark A statement or value of a level of performance widely considered to be acceptable or ‘best in class’, used for comparison purposes with actual performance results (determined by initial baseline data and indicators used to monitor performance); may be the same value as, or higher or lower than targets (see definition below).

Climate Change A change of climate which is attributed directly or indirectly to human activity.³

Complete Community Multiple-use urban community that contains within its boundaries the full range of facilities and activities necessary to meet typical household needs for employment, shopping, personal services, recreation, housing, education and other goods and services. Complete communities typically are defined by what they are not, that is, single-use residential areas that serve a largely dormitory function to a larger centre, with few local opportunities to meet the broad range of household needs described.

Core Municipalities The Capital Region sub-region that includes the municipalities of Victoria, Esquimalt, Oak Bay, Saanich and View Royal.

Core green/blue space *Core green space areas* contain the major examples of the Capital Region’s historic land-based ecosystems and the majority of areas identified in the Conservation Data Centre’s Sensitive Ecosystem Inventory, including existing parks (e.g., national parks, provincial parks and ecological reserves, regional parks and municipal nature parks); unprotected green space (e.g., areas with green space value which are not in existing parks); and Capital Regional District Water lands. *Core blue space areas* are marine environments with high ecological, recreational, and/or scenic value.

Density A measure of the intensity of occupancy and use of the land, generally described in terms of persons per hectare, or dwelling units per hectare, or a ratio of the built floor area of a structure to the area of the lot it occupies.

Framework For Our Future Agreement An agreement approved by the Capital Regional District Board on July 15, 1998 that set out the scope, overall vision, priority areas and guiding principles for the preparation of the Regional Growth Strategy.

³ Based on the United Nations Framework Convention on Climate Change definition.

Greenhouse Gas (GHG) Gases in the earth's atmosphere that absorb and re-emit infrared radiation. These gases occur through both natural and human-influenced processes. GHG emitted through human activities include carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulphur hexafluoride (SF₆).

Greenways Corridors that link areas of greenspace to provide wildlife habitat and recreational opportunities. Greenways include trails in some areas and no public access in other areas. Greenways can include both public holdings and private working landscapes.

Ground oriented housing Includes all dwelling units that have individual and direct access to the ground. Includes single-family (detached) dwellings, semi-detached (duplex) dwellings, and other ground-oriented housing town-houses, linked dwellings, and the like.

Growth management Implementation of government regulations that control the type, location, quality, scale, rate, sequence or timing of development. More generally, the whole range of policies designed to control, guide or mitigate the effects of growth. By attempting to guide growth rather than react to its effects, communities engaged in growth management assume a proactive stance in ensuring that the very qualities that attract growth are not destroyed for existing residents and future generations.

High capacity transit A transit service operating in an exclusive corridor carrying from 15,000 to 20,000 riders per hour in the peak hour, peak direction. High capacity transit service can be provided with many different vehicle types.

Housing affordability Generally describes a condition in which housing costs consume no more than 30% of gross household income (unless by choice); including taxes and insurance (for owners) and utilities (for owners and renters). Applies to both market and non-market (subsidized) dwellings.

Indicator Usually, a measurable characteristic or relationship, used to measure progress toward a goal, a trend (if in a series), or to compare one place/pro-gram/result with another. An indicator is a proxy that can be used to represent all aspects of a subject.

Infrastructure The physical capital and associated services considered basic and necessary to the functioning of an urban area. These include such things as: sanitary sewers, treatment plants, and water pipelines and distribution/collection systems; roads, signals, sidewalks and other components of the transportation system including transit vehicles, ferries and airports; solid waste management facilities including transfer stations and landfills; and, energy supply and distribution systems including hydroelectric and natural gas transmission and distribution systems. More generally, infrastructure can refer to other tangible public and private assets necessary to support the development of a modern urban settlement, such as hospitals, schools and recreation facilities. In some cases, preserved green space and natural

areas including forests, wetlands, and stream corridors have been described as a “green infrastructure”, essential to the vitality of healthy human communities.

Metropolitan Victoria or Victoria Metropolitan Area (VMA) That portion of the Capital Region from, Otter Point in the west to Swartz Bay in the north, defined by Statistics Canada as the Victoria Census Metropolitan Area.

Mixed-use Land use regulations that permit a variety of different uses and activities either on one legal parcel or within one defined land use zone. The classic example of a mixed use district is a historical downtown core that contains a wide range of residential, business, service, institutional, cultural, recreational and industrial uses within a relatively small area; in many cases, a wide range of different uses within individual buildings or on single sites.

Non-Ground Oriented Housing Dwellings that access the ground via shared corridors (typically apartments regardless of tenure) and not through individual direct access to the ground.

Official Community Plan (OCP) Under Section 471 of the *Local Government Act*, a general statement of the broad objectives and policies of the local government respecting the form and character of existing and proposed land use and servicing requirements in the area covered by the plan.

Peninsula The sub-region of the Capital Regional District including the municipalities of Central Saanich, Sidney, and North Saanich.

Regional Context Statement Under Section 446 of the *Local Government Act*, a statement, accepted by the regional district board, included in a municipal official community plan within two years of the adoption of the Regional Growth Strategy, that explains the relationship between the official community plan and the Regional Growth Strategy.

Regional Growth Strategy (RGS) Under Part 13 of the *Local Government Act*, a regional agreement (including a vision, goals, policies and actions) that commits affected municipalities and regional districts to a course of action to meet common social, economic and environmental objectives. It is initiated and adopted by a regional district and referred to all affected local governments for acceptance.

Regional Green/Blue Spaces Strategy (GBSS) A joint initiative of the Provincial Capital Commission and the Capital Regional District, the GBSS sets out a comprehensive, long term strategy for maintaining, conserving, rehabilitating and restoring green/blue spaces on public and private lands in the Capital Region. Included are areas with ecological, aesthetic, renewable resource, outdoor recreation and greenways values. The Capital Regional District

Board adopted the GBSS as a guide for the preparation of the regional growth strategy on November 26, 1997.

Regional Multi-Modal Network The interconnected transportation corridors defined in the Regional Transportation Plan. The multi-modal network provides for connectivity across modes (walking, cycling, transit and driving) and describes the backbone of the region's transportation system. The corridors that comprise the network are prioritized based on expected demand for two or more transportation modes.

Sea to Sea Green/Blue Belt A band of watersheds running between Saanich Inlet and Sooke Basin that is currently or proposed for protection by the Regional Green/Blue Spaces Strategy, including major parks and Capital Regional District Water lands, delineated on Map 4.

Sensitive ecosystems Lands defined as sensitive in the Sensitive Ecosystem Inventory and subsequently identified as core green space areas in the Regional Green/Blue Spaces Strategy.

Target A desired level of performance set for a specific situation in a plan or program.

Urban containment and servicing area The area contained within a regulatory boundary (an urban containment boundary) marking the limit between a defined urban growth and servicing area and other areas such as rural and resource areas, where urban growth is discouraged.

Walkable In urban design, a community is walkable when it is scaled, dimensioned and provided with facilities and a mix of uses and activities that make walking an easy, convenient way to get around. A general rule of thumb is that most people will not walk much more than 10 to 15 minutes to shop or reach services such as libraries and schools. To meet this standard, a walkable community would have a shopping and service centre no more than 400-600 metres from most residences, with a sidewalk and street environment scaled to be interesting and inviting to people on foot.

West Shore The sub-region of the Capital Regional District that includes the municipalities of Colwood, Langford, Metchosin, Highlands, Sooke, and the Juan de Fuca Electoral Area.

Regional Growth Strategy

Capital Regional District

DRAFT (v.1.53)

January-March 2016



DRAFT

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~~The Regional Growth Strategy for the Capital Regional District~~

~~The Regional Growth Strategy was adopted by the Board of the Capital Regional District on August 13, 2003.~~

~~The Regional Growth Strategy is an agreement, developed and approved by the Capital Regional District and its member municipalities, in accordance with the Provincial legislation contained under Part 25 of the Local Government Act. The participating municipalities and electoral areas include the:~~

- | | |
|---|---|
| 1. District of Central Saanich | 8. District of North Saanich |
| 2. City of Colwood | 9. District of Oak Bay |
| 3. Township of Esquimalt | 10. District of Saanich |
| 4. District of Highlands | 11. Town of Sidney |
| 5. Juan de Fuca E.A. | 12. District of Sooke |
| 6. District of Langford | 13. City of Victoria |
| 7. District of Metchosin | 14. Town of View Royal |

~~CAPITAL REGIONAL DISTRICT
BYLAW NO.2952
A BYLAW TO ADOPT A REGIONAL
GROWTH STRATEGY FOR THE CAPITAL
REGIONAL DISTRICT~~

~~WHEREAS Part 25 of the Local Government Act provides for a regional district to undertake the development, adoption, implementation, monitoring and review of a regional growth strategy;~~

~~AND WHEREAS the Regional Board of the Capital Regional District is desirous of developing and adopting a regional growth strategy;~~

~~AND WHEREAS the Regional Board of the Capital Regional District on February 28, 1996 initiated by resolution, pursuant to part 25, Section 854 of the Local Government Act, a Regional Growth Strategy;~~

~~NOW THEREFORE the Regional Board of the Capital Regional District, in open meeting enacts as follows:~~

~~1. Schedule "A" attached to and forming part of this Bylaw is hereby designated as the "Regional Growth Strategy for the Capital Regional District."~~

~~2. This Bylaw may be cited as the "Capital Regional District Regional Growth Strategy Bylaw No.1, 2002."~~

~~READ THE FIRST TIME this 27th day of February, 2002~~

~~READ THE SECOND TIME this 27th day of February, 2002~~

~~APPLICATION SUBJECTED TO PUBLIC HEARING PURSUANT TO PART 25, SECTION 855 (4) OF~~

~~the LOCAL GOVERNMENT ACT this 3rd day of April, 2002~~

~~READ THE THIRD TIME this 13th day of August, 2003~~

~~ADOPTED this 13th day of August, 2003~~

~~Chair Secretary~~

~~CAPITAL REGIONAL DISTRICT
BYLAW NO.3443
A BYLAW TO AMEND THE REGIONAL
GROWTH STRATEGY FOR THE CAPITAL
REGIONAL DISTRICT~~

~~WHEREAS Part 25 of the Local Government Act provides for a regional district to undertake the development, adoption, implementation, monitoring and review of a regional growth strategy;~~

~~AND WHEREAS the Regional Board of the Capital Regional District seeks to amend its regional growth strategy to include the expansion of the Regional Urban Containment and Servicing Policy Area (RUCSPA) within the District of Highlands;~~

~~AND WHEREAS the Regional Board of the Capital Regional District on December 6, 2006 initiated by resolution, pursuant to Part 25, Section 854 of the *Local Government Act*, the process to amend the Regional Growth Strategy;~~

~~NOW THEREFORE the Regional Board of the Capital Regional District, in open meeting enacts as follows:~~

- ~~1. Bylaw No. 2952, Capital Regional District Regional Growth Strategy Bylaw No.1, 2002 is amended as follows:
 - ~~a) Map 3 in Schedule "A" attached to and forming part of Bylaw 2952, is deleted in its entirety and replaced with the attached Map 3 forming part of Bylaw 3443.~~~~
- ~~2. This Bylaw may be cited as the "Capital Regional District Regional Growth Strategy Bylaw No.1, 2002, Amendment Bylaw No. 1, 2007."~~

~~READ THE FIRST TIME this _____ 11th _____ day of July, _____ 2007~~

~~READ THE SECOND TIME this _____ 11th _____ day of July, _____ 2007~~

~~PUBLIC HEARING HELD, PURSUANT TO PART 25,
SECTION 855 (4) of the LOCAL GOVERNMENT ACT this _____ 3rd _____ day of September, _____ 2007~~

~~READ THE THIRD TIME this _____ 11th _____ day of July, _____ 2009~~

~~ADOPTED this _____ 11th _____ day of July, _____ 2009~~

~~Chair _____ Secretary~~

~~The Capital Regional District Regional
Growth Strategy
(Schedule "A" to Bylaw No. 2952)~~

~~AUGUST 2003~~

~~Prepared by~~

~~Regional Planning Services~~

~~Capital Regional District~~

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Purpose of the Regional Growth Strategy Vision

~~In 1998 the Capital Regional District Board adopted the Framework For Our Future Agreement, that set out a regional vision derived from the goals of local Official Community Plans and the Regional Green-Blue Spaces Strategy.~~

~~The Framework Agreement's vision and guiding principles[‡] together express a desire for a~~
In 2038, Capital Regional District residents enjoy a healthy and rewarding quality of life within a -region that is economically vital, where communities are livable and where the environment and natural resources are stewarded with care, ~~and where residents enjoy a healthy and rewarding quality of life.~~

Fundamental to ~~these aspirations~~this vision is a commitment to work toward regional sustainability. Simply defined, ~~this sustainability~~ means that actions taken to meet needs today do not compromise the ability of future generations to meet their needs, ensure the ongoing health of the natural processes that sustain life, and support the social and economic arrangements that create prosperity and well-being.

The purpose of the Regional Growth Strategy is to help realize this vision, through the commitment of the Capital Regional District, the Juan de Fuca Electoral Area and ~~its member~~local municipalities to ~~a twenty-five year plan of action, to~~ guide regional growth and change toward common goals.

~~Key elements of this vision to enhance social well-being and regional quality of life are that:~~Goals:

- The majority of future population is housed in existing urban areas;
- Rural areas experience limited population increases and maintain a strong agricultural and resource base;
- A belt of protected green space runs sea to sea from Saanich Inlet south to Juan de Fuca Strait, defining the western edge of Metropolitan Victoria;
- An integrated parks, green space, greenways and trail system protects important natural areas and links town to country;
- ~~Downtown~~ Victoria remains the primary regional employment, business and cultural centre ~~but and~~ is complemented by major

[‡] ~~See the appendices for the text of the Framework For Our Future Vision and Guiding Principles, and the Regional Green/Blue Spaces Vision.~~

employment and population centres in Langford, ~~and~~ Colwood, Saanich and Sidney;

- The proportion of trips taken in single occupant automobiles is reduced, trips by public transit are increased, and there is a region-wide foot path and cycle network;
- Established employment centres are enhanced;
- A wide range of housing types and tenures meet the needs of regional residents; and,
- Communities are socially and physically complete with new development that enhances the identity and walkable human scale of neighbourhoods.

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Context

A regional growth strategy is a framework agreement, developed ~~and approved by the member~~ municipalities and the regional district in partnership, ~~on for identifying~~ social, economic and environmental ~~goals objectives and priority actions~~. Its purpose, under Part ~~25-13~~ of the *Local Government Act*, is to “... promote human settlement that is socially, economically, and environmentally healthy and that makes efficient use of public facilities and services, land and other resources.” A regional growth strategy expresses how communities ~~have agreed to will~~ work together to enhance regional quality of life and social well-being. As of 2008, regional growth strategies must also include policies, actions and targets for the reduction of greenhouse gas emissions.

The Capital Regional District adopted a Regional Growth Strategy bylaw in 2003. In 2008, the Capital Regional District Board in partnership with local municipalities initiated the required five year review of the Regional Growth Strategy (2003). The 2016 update to the Regional Growth Strategy is the result of six years of follows considerable public and intergovernmental discussion and consultation, undertaken through the Foundations For Our Future process, initiated by the CRD Board in 1996 in partnership with its member municipalities. At the present time, the Capital Region’s ~~nine-ten~~ First Nations are not partners in the regional growth strategy, nor does it apply to the Salt Spring Island and the Southern Gulf Islands Electoral Areas, which fall under the planning jurisdiction of the Islands Trust (see Map 1).

Citizens, local governments, First Nations, school district boards, stakeholders, and provincial and federal agencies Elected representatives from throughout the region have been involved in the Strategy’s development update through a regional sustainability planning process. This process determined that many of the policies of the Regional Growth Strategy (2003) are achieving desired objectives, notably, increasing compact and complete communities, acquiring green space, and substantially completing the regional trail network. Further, key complementary planning documents identified as actions to implement the Regional Growth Strategy (2003) are complete, including:

- 2007 Regional Housing Affordability Strategy; and
- Regional Transportation Strategy (completed as the 2014 Regional Transportation Plan and the 2011 Pedestrian and Cycling Master Plan).

Input and feedback have affirmed the desire for a strong growth management framework rooted in the Regional Growth Strategy (2003) objectives. Updates integrate recommendations from completed planning documents and address the requirements for policies, actions and targets for greenhouse gas reductions.

Map 1: Regional Growth Strategy Area



of political summits and council review, where agreement was sought at key decision points along the way. These included: the initial identification, at Capital Summit 1 in 1997, of a regional vision and priority issues; the development and adoption of the Framework Agreement, in 1998; the identification of the growth strategy alternatives in 1999; the final selection of a preferred growth strategy direction at Capital Summit 2, in 2000; and, the pre-bylaw review of A Proposed Regional Growth Strategy for BC's Capital Region, in 2001. The parallel Capital Ideas/Capital Choices process informed elected decision-makers with the perspectives of citizens at every stage.

Early in the process it was recognized that the Capital Region lies at the heart of one of North America's most dynamic regions. The Capital Region is located at the southern-most end of Vancouver Island, in the Cascadia/Salish Sea bio-region The Georgia Strait/Puget Sound Basin (see Map 2). The bio-region runs north-south along a coastal corridor stretching from Campbell River south to Olympia, Washington and east to Hope, is expected to increase in population from approximately 6 million people in 1996 to more than 9 million by 2026. Vancouver Island's population is forecast to increase from just over 700,000 to about 1 million in the same period. The Capital Region's present settlement pattern is characterized by a diverse mix of urban and rural communities, with a concentration of population in the Core Area located along key transportation corridors. The West Shore and Saanich Peninsula feature smaller urban centres, with forestry lands to the west throughout the Juan de Fuca electoral area. Agricultural lands are concentrated on the Saanich Peninsula, with some slightly more dispersed lands on the West Shore.

In this context, modest population growth is forecast for the Capital Region. Table 1 highlights existing and forecasted population, dwelling units and employment.

Table 1. Population, Dwelling and Employment Unit Forecast

	2011			2038			Population Share	
	Population	Dwellings	Employment	Population	Dwellings	Employment	2011	2038
Core								
<ul style="list-style-type: none"> • Esquimalt • Oak Bay • Saanich • Victoria • View Royal 	238,900	111,400	141,900	276,700	137,400	164,900	68.9%	62.6%
Saanich Peninsula								
<ul style="list-style-type: none"> • Central Saanich • North Saanich • Sidney 	38,400	16,100	20,300	47,300	20,900	24,900	11.1%	10.7%

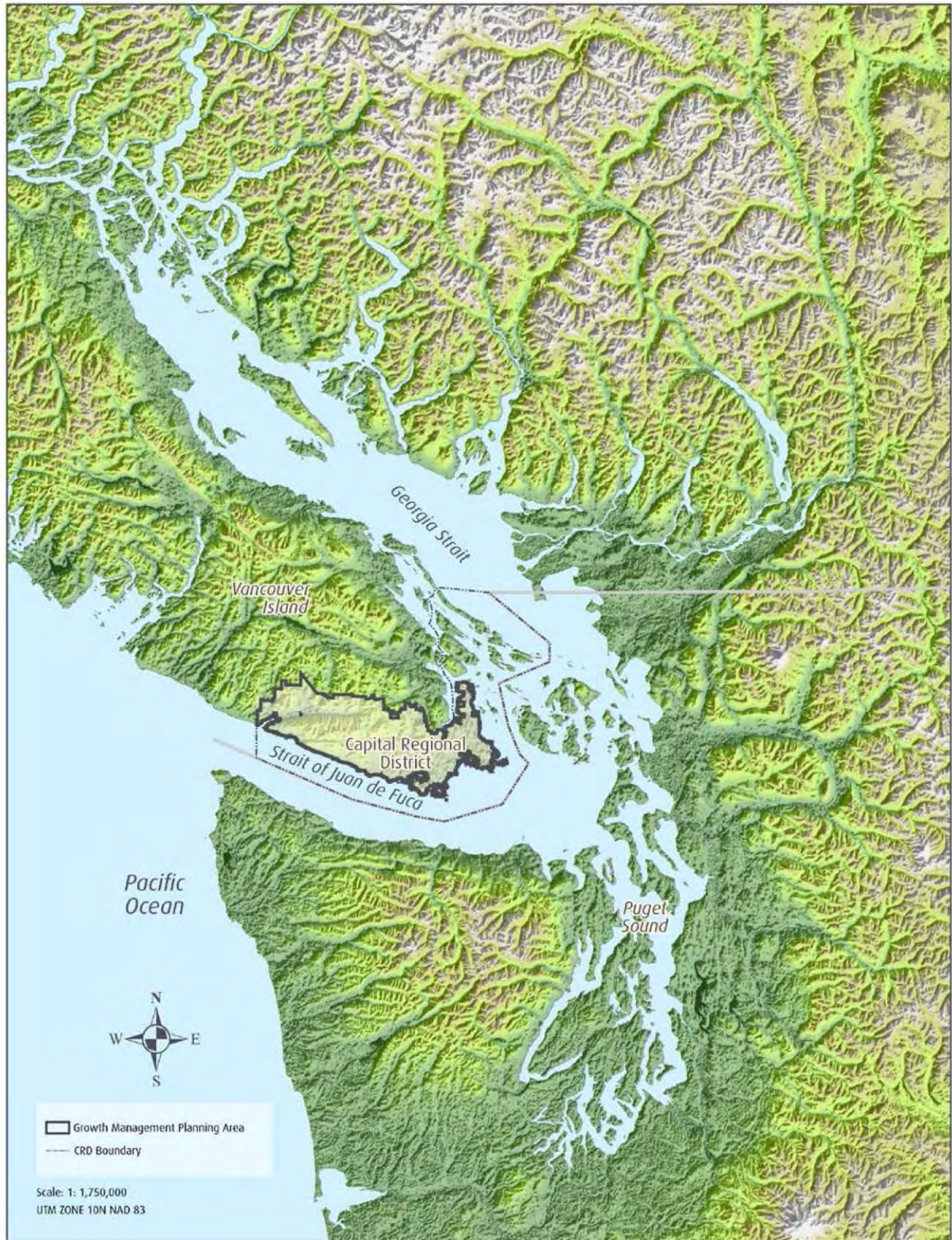
West Shore									
• <u>Colwood</u>									
• <u>Highlands</u>									
• <u>Juan de Fuca Electoral Area</u>	<u>69,600</u>	<u>26,700</u>	<u>21,500</u>	<u>117,800</u>	<u>46,600</u>	<u>42,700</u>	<u>20.0%</u>	<u>26.7%</u>	
• <u>Langford</u>									
• <u>Metchosin</u>									
• <u>Sooke</u>									
Total	<u>346,900</u>	<u>154,200</u>	<u>183,700</u>	<u>441,800</u>	<u>204,900</u>	<u>232,500</u>	<u>100%</u>	<u>100%</u>	

Source: Urban Futures, 2014

Please note that First Nations populations are not included in Table 1 as First Nations Reserves fall outside the GMPA.

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Map 2: Georgia Strait/ Puget Sound Basin

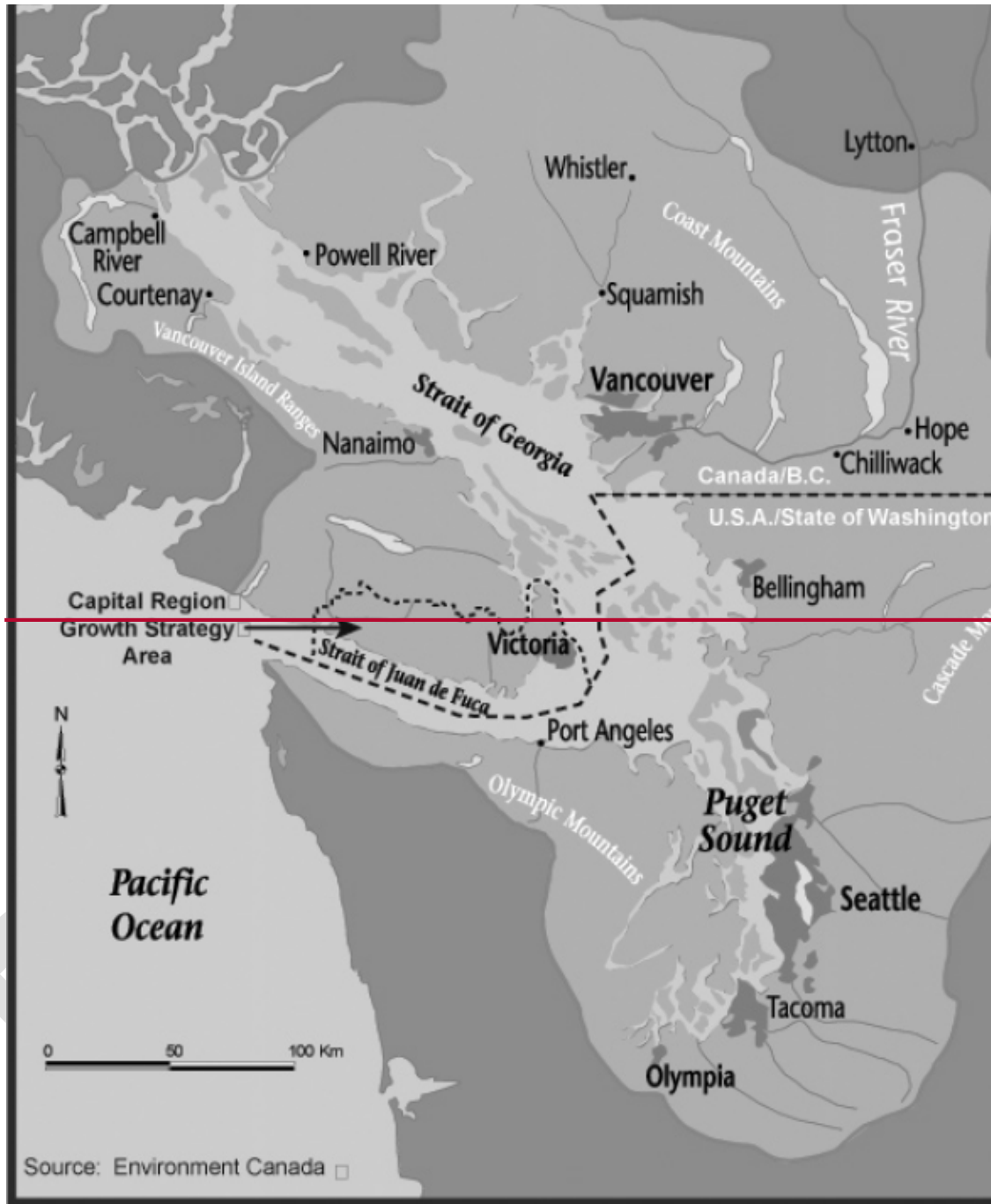


From a ~~1996-2011~~ base of approximately ~~318,000~~346,900, the region's population is forecast to increase by approximately ~~90,000~~95,000 people to 441,800 over 25 years in 2038, a ~~less than an approximate~~ 1% average annual ~~rate of growth~~population increase. ~~A significant trend during this period will be~~ The slow aging of the region's population continues as a significant trend, with ~~more people over the age of 65 than under the age of 19 by 2012~~the proportion of residents 65 years and older expected to rise from 18% in 2011 to 26% by 2038. Further, although the workforce (ages 15 to 64) is projected to grow by 31,900, the proportion of workforce to total population is projected to decline from 69% to 61% by 2038. ~~This is a dramatic reversal of earlier patterns – as recently as the late 1970s, there were twice as many residents under 19 than those over age 65. The most rapidly growing population segment will be the 55-64 age group, expected to increase by 123% between 1996 and 2021.~~ Serving the needs of an aging population in the context of a proportionally smaller workforce will affect all aspects of the region's social, economic and physical development ~~over the next quarter century~~.

It ~~has become~~continues to be clear, however, that even modest population growth would undermine the regional vision if it were accommodated as it has been since the 1950s, through further urban expansion into farms, forests and countryside. Achieving the regional vision requires a concerted effort to largely shift to policies that encourage investment and development in designated urban centres.

The Regional Growth Strategy supports the regional vision by making this policy shift, through strategies that aim to: keep urban settlement compact; protect the integrity of rural communities; protect regional green/blue spaces; manage natural resources and the environment sustainably; build more complete communities; improve housing affordability; increase transportation choice; ~~and,~~ strengthen the regional economy; and, reduce greenhouse gas emissions.

Map 2: Georgia Strait/Puget Sound Basin



Initiatives Objectives

The Regional Growth Strategy includes ~~eight~~ integrated strategic ~~initiatives objectives~~, incorporating ~~actions policies, maps, targets, maps~~ and ~~guidelines actions~~ that together express a ~~25-year~~ program of joint action by the Capital Regional District and ~~its member local~~ municipalities to achieve the regional vision.

- Policies are provided under the “policy” heading for each objective. The Capital Regional District will implement policies and undertake actions for regionally-delivered services and programs. Local municipalities will identify how their Official Community Plan aligns to each policy in a Regional Context Statement.
- Maps showing the growth management concept plan (Map 3) and the regional green/blue space system (Map 4) provide spatial definition for policy.
- Targets for each objective are provided in Table 2 at the end of the document.
- Actions for the Capital Regional District to implement the Regional Growth Strategy are provided in the Implementation Measures section.

1. Managing and Balancing Growth

1.1 Keep Urban Settlement Compact

The Regional Growth Strategy ~~proposes aims to~~ keep~~ing~~ urban areas compact and largely contained within a Regional Urban Containment and Servicing Policy Area. ~~This policy would have the long-term effect of increasing the proportion of apartments, row houses and other attached housing types in the region’s housing stock. In addition~~ Fundamental to urban containment, ~~the Regional Growth Strategy proposes five complementary measures~~ are four related principles that aim to increase the capacity of urban areas, particularly in the Core Municipalities and the urban ~~Western Communities~~ West Shore, to accommodate new growth.^{2z}

Principles:

- I. Establish a strong mixed-use Metropolitan Core in downtown focused around Victoria’s downtown core area;
- II. Accommodate a minimum of 15% of the region’s cumulative new dwelling units to 2026 within the City of Victoria, to reinforce the Metropolitan Core;

² Table 1 provides a general forecast, for information only, of population, dwelling units and employment in ~~2026-2038~~ by ~~jurisdiction sub-region~~ that could be expected under the Regional Growth Strategy.

- ~~III.II.~~ Focus new growth primarily in eight Major Centres, shown on Map 3, revitalized as walkable, transit-focused complete communities with a dense mix of businesses, housing, services and public open space;
- ~~IV.III.~~ Increase the proportion of apartments, row houses and other attached housing types within the Regional Urban Containment and Servicing Policy Area, especially within Major Centres ~~amount of detached and ground access housing within the urban containment and servicing area in the core municipalities of Victoria, Esquimalt, Saanich and Oak Bay by 5% over designated capacities in their official community plans, at the date of the adoption of the Regional Growth Strategy bylaw, by 2011;~~ and,
- ~~V.IV.~~ Locate a minimum of ~~90~~95% of the region's ~~cumulative~~ new dwelling units to ~~2026-2038~~ within the Regional Urban Containment and Servicing Policy Area.

The aim of the strategy objective is to create a pattern of major centres within a firm urban containment boundary that will over time result in the concentration of most new growth in the centres and connecting corridors, that can be effectively served by express-bus transit. This lays the foundation to achieve a longer term objective of connecting the downtown Victoria–Douglas Street–Town and Country Uptown corridor with the Colwood and Langford Major Centres, by high– capacity public transit running in a dedicated right–of–way.

To support quality of life and community character in rural areas, the Regional Growth Strategy establishes policies to reduce development pressures ~~inproposes that~~ rural communities (and contained urban areas) in the Saanich Peninsula, rural Western Communities West Shore, Sooke and the Juan de Fuca Electoral Area and to keep growth ~~moderately and slowly~~ consistent with existing official community plans.

~~Due to the recent incorporation of the District of Sooke, the regional urban containment and servicing area has not been defined for the District of Sooke and the Juan de Fuca Electoral Area. The CRD Board intends to work with the District of Sooke Council and jurisdictions responsible for land use planning in the Juan de Fuca Electoral Area, to define the regional urban containment and servicing area in Sooke/Juan de Fuca area as official community plans are reviewed and updated.~~

~~Map 3 illustrates this growth management concept with six~~ Five land use policy designations and the general identification of locations for a Metropolitan Core and eight Major Centres support this growth management concept. Maps 3 and 4 illustrate the growth management concept. Table 2 sets out the performance guidelines for the Metropolitan Core and the Major Centres. The maps contained

in the RGS are small-scale illustrations of the official land use policy area maps. Regional land use policy area boundaries are approximate; should boundaries not align with a legal boundary, the Agricultural Land Reserve boundary, a municipal or Juan de Fuca Electoral Area Official Community Plan or zoning boundary, or a distinct geographic feature, the boundaries shown in the accepted Regional Context Statement or adopted Juan de Fuca Electoral Area Official Community Plan prevail. The ~~six~~ five land use policy designations on Maps 3 and 4 are:

Capital Green Lands Policy Area: Includes Ecological Reserves, Capital Regional District Water lands, and Major Parks identified in the Regional Green/Blue Spaces Strategy. The Regional Growth Strategy ~~proposes-sets out in Initiative policy 1.2(1)2-1~~ the continued long-term use of these lands for these purposes.

Renewable Resource Lands Policy Area: Includes lands within the Agricultural Land Reserve (ALR), the ~~Forest Land Reserve (FLR)~~ Privately Managed Forest Land and Crown Forest Lands identified in the Regional Green/Blue Spaces Strategy. The Regional Growth Strategy ~~proposes-sets out in Initiative policy 1.2(2)2-1~~ the continued long-term use of these lands as renewable resource working landscapes.

Regional Urban Containment and Servicing Policy Area: Includes lands, at the date of the adoption of the Regional Growth Strategy bylaw, designated in official community plans primarily for urban development ~~(including attached housing, detached and duplex housing, commercial, industrial, and large scale institutional and utility designations).~~ The Regional Growth Strategy ~~proposes that the majority of future development that requires urban sanitary sewer and water services take place within this designated area. As such, t~~The Regional Growth Strategy ~~proposes n~~o~~restricts~~ extension of urban-standard sanitary sewerage ~~and water~~ services beyond the boundary of this policy area except as ~~proposed set out under action 5 policy 1.1(4).~~ A complementary policy (policy 1.2[3]) restricts development potential for Capital Green Lands, Renewable Resource Lands and Rural/Rural Residential to subdivision and density limits identified in the applicable Official Community Plan at the date of adoption of the Regional Growth Strategy bylaw.

The policy area also includes the general locations for a Metropolitan Core and eight Major Centres. Boundaries for these centres are shown generally on the growth management concept map and may be defined more specifically by municipalities in municipal plans (e.g., Official Community Plans) and may be shown in Regional Context Statements.

Where Capital Green Lands and Renewable Resource Lands Policy Areas overlap with the Regional Urban Containment and Servicing Policy Area, the land use

policy for the Capital Green Lands and Renewable Resource Lands Policy Areas shall take precedence. Liquid waste service may be provided to such lands within the Regional Urban Containment and Servicing Policy Area provided it is for a purpose consistent with the purpose and intent of the Capital Green Lands and Renewable Resource Lands Policy Areas.

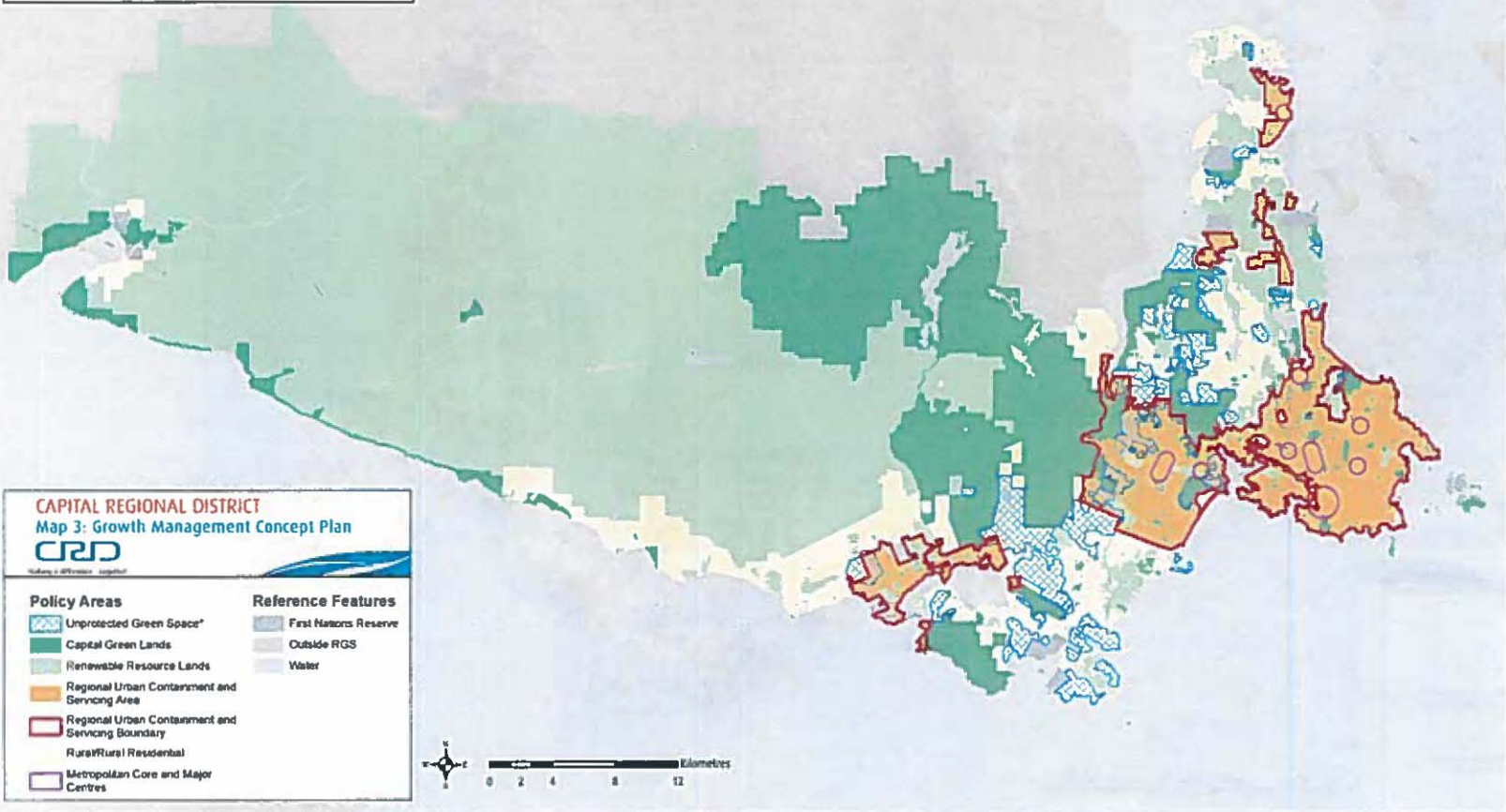
Unprotected Green Space Policy Area: Includes lands, shown on Maps 3 and 4, identified in the Regional Green/Blue Spaces Strategy as unprotected core green space (i.e., areas with green space value which are not in existing parks or protected areas). The Regional Growth Strategy ~~proposes-sets out~~ in Initiative policy 2.1(2)2.1 ~~the protection of that~~ the ecological value of significant portions of these lands be protected through a variety of means. Depending upon circumstances, these means could include designation as a development permit area for the protection of ecological values, protection by a conservation covenant, or acquisition and designation as a park or ecological reserve.

Rural/Rural Residential Policy Area: Includes lands at the date of adoption of the Regional Growth Strategy bylaw, designated in official community plans for rural and rural residential purposes and, for the Victoria International Airport, with development potential as established through approved Memorandum of Understanding. The policy area also includes pockets of small lot detached, duplex and other housing, ~~and~~ isolated local commercial and industrial land uses, and low-impact tourism land uses in areas of predominantly rural character. The Regional Growth Strategy ~~proposes-sets out in policy 1.2(3)~~ that these areas remain rural in character with ~~subdivision and~~ development potential restricted to density and subdivision limits identified remaining within designated capacities in official community plans, as determined at the date of the adoption of the Regional Growth Strategy bylaw.

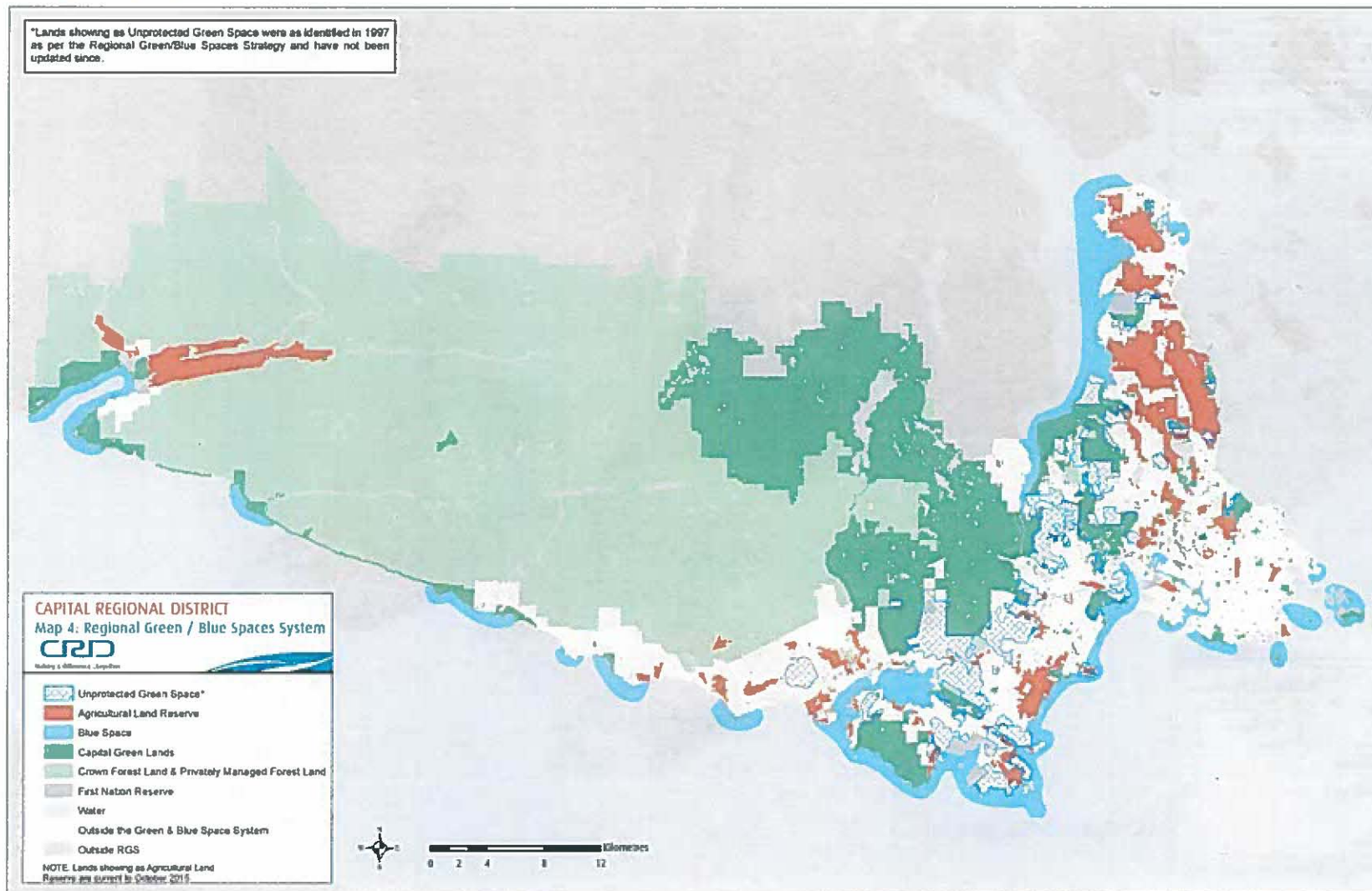
Victoria International Airport Special Policy Area: ~~Includes lands under federal jurisdiction administered by the Victoria Airport Authority, with a long term development plan for the airport lands approved in “A Memorandum of Understanding on Land Use and Development Guidelines”, signed between the Victoria Airport Authority and the Town of Sidney (March 10, 2000), and between the Victoria Airport Authority and the District of North Saanich (May 2000).~~

Map 3: Growth Management Concept Plan

Please be advised that lands identified as Rural / Rural Residential in the Juan de Fuca Electoral Area (Shirley) and as Regional Urban Containment and Servicing Policy Area (RUCSPA) in North Saanich are draft and may be subject to change. The densities and land use policy designations shown in this map are likely the most expansive, and could be retracted depending on the outcomes of electoral area and municipal planning processes that are currently ongoing.
 *Lands showing as Unprotected Green Space were as identified in 1997 as per the Regional Green/Blue Spaces Strategy and have not been updated since.



Map 4: Regional Green/Blue Spaces



ActionsPolicies:

1. ~~The CRD and member municipalities agree to designate in their Official Community Plans, Provide for~~ urban containment and servicing areas consistent with the Regional Urban Containment and Servicing Policy Area depicted on Map 3, and ~~to further~~ adopt associated policies regarding the protection, buffering and long term maintenance of its boundary.
2. ~~The CRD and member municipalities, agree to include policies in their Official Community Plans to~~ Permit amendment to the Regional Urban Containment and Servicing Policy Area designation generally, only as an outcome of a comprehensive 5-year review of the Regional Growth Strategy, recognizing that municipal councils and the Capital Regional District Board are free to initiate at any time amendments to official community plans and the regional growth strategy they deem necessary, through statutory processes established in the *Local Government Act*.
3. ~~The CRD and member municipalities agree to designate as appropriate in their Official Community Plans, the Provide for major Major centres Centres~~ shown on Map 3, ~~consistent with the guidelines set out in Table 2,~~ recognizing that ~~major Major center Center~~ boundaries and ~~performance guidelines~~ are conceptual, and that municipalities will undertake detailed centre planning through their official community plan and zoning processes. ~~They further agree to~~ Review, modify and implement policies to best facilitate growth and investment in the ~~centres Major Centres~~ in partnership with the Capital Regional District, and ~~to~~ permit the designation and development of additional ~~major Major centres Centres~~ only as an outcome of a comprehensive 5-year review of the Regional Growth Strategy.
4. ~~The municipalities of Victoria, Saanich, Oak Bay, and Esquimalt agree to include in regional context statements, direction to amend their Official Community Plans to increase by 2011 their designated planned capacity for ground-oriented housing by 5%, over the levels determined by their Official Community Plans at the date of the adoption of the Regional Growth Strategy bylaw, in locations consistent with the performance criteria for complete communities set out in Initiative 3.1.~~
- 5.4. ~~The CRD and member municipalities agree Do~~ not ~~to~~ further extend urban sewer ~~and water~~ services, or increase sewer servicing capacity to encourage growth beyond subdivision and density limits designated in the official community plan ~~limits~~ at the date of the adoption of the Regional Growth Strategy bylaw, outside the Regional Urban Containment and Servicing ~~(RUCS)~~ Policy Area generally described on Map 3, except to address pressing public health and environmental

issues, to provide fire suppression or to service agriculture. Where expansion or increased capacity of existing sewer ~~and water~~ services is proposed beyond the Regional Urban Containment and Servicing Policy Area boundary, ~~member municipalities agree to comply with the requirements of the Master Implementation Agreement prepared as required under Implementation measure 2, and to include the Regional Context Statement will provide specific~~ guidelines ~~to govern such for~~ service expansion and extension ~~in their Regional Context Statements, required by Implementation Measure 4 (I-4).~~

~~6. The CRD and the District of Sooke agree to define the Regional Urban Containment and Servicing Area in Sooke, within two years of the adoption of the Regional Growth Strategy, as part of the process to approve a Regional Context Statement for the District of Sooke Official Community Plan. The jurisdictions responsible for administering the Juan de Fuca Electoral area, within two years of adopting the Regional Growth Strategy, agree to update current Official Community Plans in a manner that maintains a long term rural vision for the Electoral Area.~~

1.2 Protect the Integrity of Rural Communities

The Regional Growth Strategy seeks to protect the character and quality of rural communities, to ensure that they remain strongly rooted in the agricultural and resource land base, and that the rural countryside and natural landscape remain a durable fact of life in the Capital Region. It does this by designating for long term protection as Capital Green Lands and Renewable Resource Lands, those natural assets including major parks, ecological reserves, forests, farmland and watersheds identified in the Regional Green/Blue Spaces Strategy as the region's green infrastructure. The designation of Capital Green Lands and Renewable Resource Lands has the further benefit of reinforcing the long-term effort to keep urban settlement compact.

~~For Subdivision and development proposed for rural and rural-residential communities that are not defined as Capital Green Lands or Renewable Resource Lands, the Regional Growth Strategy proposes that any subdivision and development must be undertaken in a way that enhances rural character and quality of life. As a general goal, rural and rural residential development would stay within the designated official community plan capacity limits at the date of the adoption of the Regional Growth Strategy bylaw.~~

ActionsPolicies:

- ~~1. The CRD, member municipalities and the Province agree to establish or strengthen policies within Official Community Plans, that~~ Ensure the long-term protection of Capital Green Lands depicted on Maps 3 and

4. This would include policies aimed at buffering Capital Green Lands from activities in adjacent urban areas.

2. ~~The CRD, member municipalities and the Province agree to establish or strengthen policies within Official Community Plans that~~ Ensure the long-term protection of Renewable Resource Lands depicted on Maps 3 and 4. This would include policies aimed at buffering Renewable Resource Lands from activities in adjacent urban areas, and policies that support farming within the Agricultural Land Reserve, and forestry and silviculture within the ~~Privately Managed Forest Land~~ Forest Land Reserve.
3. ~~The CRD and member municipalities with lands identified as Capital Green Lands, Renewable Resource Lands, or Rural/Rural Residential on Map 3, agree to establish or strengthen policies within Official Community Plans, through a regional context statement, that generally limit rural~~ Restrict development potential on lands identified as Capital Green Lands, Renewable Resource Lands, and Rural/Rural Residential on Map 3 ~~subdivision and development~~ to subdivision and density limits in the designated official community plan capacity levels as determined at the date of the adoption of the Regional Growth Strategy bylaw. Regional ~~context~~ Context statements ~~Statements would~~ could reference specific mechanisms (for example, density bonusing provisions) that could be used to achieve this overall goal.
4. ~~Member municipalities agree to negotiate, where necessary, bilateral agreements regarding buffering and land use transition where the Regional Urban Containment and Servicing boundary coincides with a municipal jurisdictional boundary. Member municipalities and the CRD agree to include in Regional Context Statements~~ Identify, where appropriate, policy guidelines for buffering and land use transition between urban areas and Capital Green Lands and Renewable Resource Lands, and how the guidelines would be applied through regulation.

2. Environment and Resources

2.1 Protect Regional Green and Blue Space

The Capital Region has a rich inheritance of natural lands and waters of great beauty and biophysical diversity. Many of the region's green and blue spaces are of provincial, national and international significance. The Regional Growth Strategy aims to protect the landscape character, ecological heritage and biodiversity of the Capital Region. It does this by supporting the collaborative implementation of the Regional Green/Blue Spaces Strategy, approved by the Capital Regional District Board and the ~~former~~ Provincial Capital Commission in November 1997. Key elements of the Regional Green/Blue Spaces Strategy include the protection of a ~~Sea to Sea Green/Blue Belt~~ sea to sea green/blue belt running from Saanich Inlet south to Juan de Fuca Strait, and the development of an integrated system of parks and trails linking urban areas to rural green space areas. Map 4 identifies the ~~Regional Green/Blue Space System~~ regional green/blue space system that the Regional Growth Strategy intends to achieve. The Regional Growth Strategy ~~proposes that the CRD, member municipalities and the Province aim~~ sets a target to acquire ~~to protect a minimum of~~ 100% of the ~~Sea to Sea Green/Blue Belt~~ sea to sea green/blue belt ~~by 2011, and complete 100% of the Regional Trail network by 2016.~~

A significant part of the proposed ~~Green/Blue Space System~~ green/blue space system is comprised of lands with ecological value of regional significance either in public ~~and or~~ private ownership, that are identified as currently unprotected by the Regional Green/ Blue Spaces Strategy. The Regional Growth Strategy ~~proposes that~~ objective is for the Capital Regional District and ~~member~~ local municipalities to work together to protect from development, as much as possible, the lands identified as Unprotected Green Space Policy Area on Maps 3 and 4.

The Capital Region's rich marine water and foreshore environments are an equally important part of the proposed ~~Green/Blue Space System~~ green/blue space system. The Regional Green/Blue Spaces Strategy identifies many of these waters and tidal zones as having ecological value of regional and indeed national significance. These marine areas fall under the jurisdiction of the federal ~~and~~ provincial government. ~~The Regional Growth Strategy proposes that the CRD, member municipalities, and the Provincial and Federal governments work together to protect the ecological integrity of the marine areas identified as Blue Space Core Policy Area on Map 4.~~

Actions Policies:

1. ~~The CRD and member municipalities agree to work as partners and individually to~~ Establish the Regional Green/Blue Spaces Systemregional green/blue space system identified on Map 4. ~~In doing this priority will be given to~~Prioritize community and regional park land acquisition, public and private land stewardship programs and regional trail network construction that contributes to completion of the Sea to Sea Green/Blue Beltsea to sea green/blue belt.
2. ~~The CRD and member municipalities agree to establish, through regional context statements in official community plans, programs aimed at~~ protectingProtect lands within the area identified as Unprotected Green Space Policy Area on Map 4 using tools that may consist of policies, regulations, development permit area guidelines, incentives and initiatives delivered at the local level.
3. ~~The CRD will request that the Provincial and Federal governments, in collaboration with the CRD and member municipalities, Protect the ecological integrity of the marine areas identified as Blue Space Core Policy Area on Map 4 through collaborative initiatives (e.g., the preparation of~~ Prepare a coastal zone management plan). ~~for the marine areas identified as Blue Space Core Policy Area on Map 4, within five years of the adoption of the Regional Growth Strategy.~~
4. ~~The CRD agrees to Review and update in concert with the 5-year review cycle of the Regional Growth Strategy, the Regional Green/Blue Spaces Strategy and the Regional Parks Master Plan.~~

2.2 Manage Natural Resources and the Environment Sustainably

The Regional Growth Strategy intends that residents of the Capital Region enjoy a healthy environment where environmental quality is improved and the inheritance of renewable and non-renewable natural resources is carefully stewarded. It does this by supporting the use of principles of sustainability to govern the ways in which local governments manage the land and natural resources within their jurisdiction, and deliver services that affect the natural environment. Managing natural resources and the environment sustainably means following four general principles.

Principles:

- I. Waste discharges of all types should not exceed the assimilative capacity of the natural environment (including land, air and water);
- II. Depletion rates for natural resources should not exceed the regenerative capacity of the ecosystems that produce them;

- III. Consumption of scarce renewable and non-renewable resources should be minimized through conservation, efficiency and application of reduce, reuse and recycle practices; and,
- IV. Decision-making should give first priority to options that maintain ecosystem health and support the ongoing ability of natural systems to sustain life.

~~The success of the CRD's blue box recycling program in diverting recyclable materials from the Hartland Landfill is a good example of these principles in action.~~ Managing regional district and municipal physical services consistent with these principles – in particular, drinking water, liquid and solid waste, and storm water – is a means of improving human health and environmental quality, and of using natural resources in a careful manner. By applying these principles, it will be possible to accommodate the anticipated population increase without significant changes to regional water, sewer and solid waste management services.

ActionsPolicies:

1. ~~The CRD, member municipalities, and the Vancouver Island Health Authority agree to establish through a Master Implementation Agreement best practices policies, procedures, benchmarks and targets for the management~~Manage, delivery, and extension of physical and environmental services, consistent with the principles of sustainability and overall intent of the Regional Growth Strategy.
2. ~~The CRD, member municipalities, the Vancouver Island Health Authority, and the Province agree to establish through a Master Implementation Agreement, an integrated watershed planning approach to~~Managing surface water, drainage and groundwater in non-catchment watersheds throughout the region, using an integrated watershed planning approach consistent with the principles of sustainability included in the Regional Growth Strategy.
3. ~~The CRD, member municipalities, the Vancouver Island Health Authority, the Province and the federal government agree to establish, through an implementation agreement, policies and targets regarding regional air quality, environmental contaminants, and energy efficiency, and to monitor indicators for these as part of the Regional Growth Strategy monitoring program.~~
4. ~~The District of Sooke agrees to investigate the need for a Liquid Waste Management Plan within two years of the adoption of the Regional Growth Strateg~~
- 5.3. ~~The CRD, the Vancouver Island Health Authority, and member municipalities agree to jointly undertake, within five years of the~~

~~adoption of the Regional Growth Strategy, a review of Plan for the~~ long term strategic resource needs in the Capital Region – including food, (paying specific attention to local food production), energy, water, and aggregate materials. ~~This project will investigate~~ Plans will consider long term demand, security of supply, potential impacts of factors such as long term climate change, ~~and fossil fuel depletion~~ and water reclamation where feasible, and make policy and program recommendations to ensure that future needs are successfully anticipated and met. ~~The review will give specific consideration to the possible preparation of an aggregate resource management plan for the Capital Region, that would address local aggregate supply within a regulatory context that respects the rights of municipalities to regulate quarries within their limits.~~

~~6. The CRD agrees to review and update the Strategic Plan for Water Management, the Solid Waste Management Plan, and the Core and Peninsula Liquid Waste Management Plans in concert with the 5-year review cycle of the Regional Growth Strategy.~~

3. Housing and Community

3.1 Build Complete Communities

The Regional Growth Strategy ~~intends to support~~ the development of communities within the Regional Urban Containment and Servicing Policy Area that enable residents to undertake a wider range of daily activities closer to home. It does this by supporting the development of communities that offer a variety of housing types and tenures in close proximity to places of work, schools, shopping, recreation, parks and green space. ~~More complete~~ Complete communities provide a better balance and distribution of jobs and housing, a wider choice of affordable housing types, a better distribution of public services and more opportunity to walk, cycle, and use public transit conveniently. ~~More complete~~ Complete communities are safe, socially diverse, openly accessible, and livable, thereby enhancing social sustainability and community health and well-being.

~~The Regional Growth Strategy proposes that new development contribute to greater community completeness.~~ Urban development projects contribute to community completeness when, to the greatest extent possible, all or some of the ~~following~~ criteria listed below are satisfied.:

Urban Development Criteria

- I. Projects are located within the Metropolitan Core or a Major Centre;
- II. Projects are located within a ten-minute walk (500 metres) of the Metropolitan Core or a Major Centre;
- III. Projects co-locate a mix of housing, employment, services, and recreation;
- IV. Housing is located within a ten minute walk of an existing commercial/ employment centre, neighbourhood store, recreation facility, school, park, or community allotment garden;
- V. Projects either avoid locations with high seismic hazard – associated with ground-motion amplification, liquefaction, slope instability or are prone to flooding – or incorporate appropriate engineering and planning measures to mitigate risk; and,
- VI. Businesses, services, and housing ~~are is~~ located within a seven minute walk (400 metres) of a public transit route.

ActionsPolicies:

1. ~~The CRD and member municipalities agree to establish in their Official Community Plans, through Regional Context Statements, desired development guidelines and targets that build on the performance~~

~~criteria for~~ Create complete communities that support the wellbeing of residents, using urban development criteria outlined in Objective 3.1 as a guide. established in the Regional Growth Strategy. These guidelines and targets would form the framework for municipal score-card based proposal review and incentives programs that facilitate urban development proposals that meet set minimum point thresholds for enhancing community completeness

3.2 Improve Housing Affordability

Maintaining a broad range of housing types and forms that is are affordable is necessary for individual quality of life, community health, and economic competitiveness. ~~Strategies for an Urban Containment and Servicing Area~~ Urban containment and the establishment of a Metropolitan Core and Major Centres may have mixed results for housing affordability. Increased residential densities and an expanded stock of attached housing may enhance general affordability by expanding the choice of more affordable housing types and by reducing the need to rely on travel by car to reach services. On the other hand, urban containment measures also have the effect of limiting the supply of new lands for the urban housing market, thereby putting upward pressure on housing prices, particularly for single detached homes. The provision of affordable housing to accommodate the anticipated population increase is the responsibility of many stakeholders including the Capital Regional District, local and senior levels of government, industry and the not-for-profit sector.

The Capital Region Housing Corporation will continue to provide affordable housing to meet the needs associated with anticipated population growth, recognizing that implementation relies on funding and partnerships with other stakeholders.

~~To offset this possible effect, the Regional Growth Strategy aims to improve housing affordability in the Capital Region through the preparation and adoption of a Regional Housing Affordability Strategy. The purpose of~~ In addition to the provision of affordable housing, the Capital Regional District Regional Housing Affordability Strategy ~~is to ensure~~ has been developed to support that all residents of the Capital Region – especially low and moderate-income households, the elderly, youth, those with special health and other needs, and the homeless – to have reasonable choice of housing by type, tenure, price and location. The Five principles underlie the Regional Housing Affordability Strategy. will:

Principles:

- I. Work across the housing spectrum when ~~Identify~~ identifying the current and anticipated future issues concerning market and non-market housing affordability for no, low and middle income and special needs households;
- II. ~~Identify and a~~ Analyze the ~~extend~~ extent of present issues and forecast future problems;
- III. ~~Identify and recommend~~ Focus on developing practical policies, and gaining commitments to action to address these needs and problems in the short, medium and long term across the Capital Region;
- IV. Involve the broader community in the development of the strategy and its recommended solutions; and,
- V. Act as a catalyst for activities to improve housing affordability in the Capital Region.

Actions~~Policies:~~

- ~~1.—Provide for an adequate, accessible and diverse supply of affordable housing across the housing continuum. The CRD, Vancouver Island Health Authority, and Capital Region Housing Corporation, agree to lead a partnership including member municipalities, the Province, business and community interests and Federal Government, to pre- pare and establish through an implementation agreement, a Regional Housing Affordability Strategy within two years of the adoption of the Regional Growth Strategy.~~
- ~~2.1. The CRD agrees to become a partner with a broad cross-section of business and community interests, member municipalities, the Province, and the Federal Government to establish, through a written agreement, a housing affordability partnership. The partnership would oversee the maintenance and updating of a Regional Housing Affordability Strategy and coordinate actions, programs, investments and initiatives in its implementation.~~

4. Transportation

4.1 Increase Transportation Choice

The Regional Growth Strategy ~~intends to promote~~supports the development of a balanced and sustainable transportation system providing residents with reasonable and affordable transportation choices that enhance overall regional quality of life. ~~A sustainable transportation system is one that:~~

~~Allows the basic access needs of individuals and society to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations;~~

~~Is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy; and,~~

~~Limits emissions and waste, encourages efficient methods of energy consumption, re-uses and recycles its components, minimizes the use of land and reduces the generation of noise and other pollutants.~~

To ~~do~~achieve this objective, the Regional Growth Strategy ~~proposes~~relies on two related initiatives. First, the coordination of land use and transportation so that the majority of regional residents do not have to rely solely on travel by automobile to meet their daily needs. The Regional Growth Strategy's aim to keep urban settlement compact and build complete communities (Initiatives Objectives 1.1 and 3.1) will tend to increase average urban densities and put people and their activities (homes, jobs, services) closer together. These measures on their own enhance opportunities for walking, cycling, and public transit to meet daily needs, thereby reducing the need to devote more land to arterial roads and parking.

Second, the Regional Transportation Plan and the Pedestrian and Cycling Master Plan guides the planning, development and implementation of a Regional Multi-Modal Network that provides travel choices and supports smart growth and livable, complete communities. Achieving the Regional Multi-Modal Network is the responsibility of many actors, including the Capital Regional District, local and senior levels of government and BC Transit. Seven principles guide the Regional Transportation Plan and support the multi-modal and integrated approach to transportation across the region.

Principles:

- I. Take a coordinated and engaged approach to planning;
- II. Prioritize strategic investments that serve regional mobility needs;
- III. Reduce greenhouse gas emissions and prepare for changes;

- IV. Integrate transportation and land use planning;
- V. Capitalize on the potential for alternatives to driving alone;
- VI. Enhance the role for public transit; and
- VII. Maximize efficiency of existing transportation corridors for multiple modes.

Regional Growth Strategy proposes to support this first direction by the preparation, within two years of the adoption of the Regional Growth Strategy, of a Regional Transportation Strategy that enhances regional mobility choice, and improves the market share for cycling, walking and public transit. General performance targets include:

- ~~I. By 2026, achieve a minimum PM peak period region-wide transit mode share of 10% of trips; By 2026, achieve a minimum PM peak period mode share by non-auto modes of 40% for trips to, from and within the Metropolitan Core;~~
- ~~II. By 2026, achieve a minimum region-wide transit mode share of 15% for journey-to-work trips;~~
- ~~III. By 2026, achieve a minimum cycling mode share of 10% within the Victoria Census Metropolitan Area for journey-to-work trips, and 15% for journey-to-work trips for residents of the combined areas of Victoria, Oak Bay, Esquimalt and urban Saanich.~~

ActionsPolicies:

~~1.—The CRD, in partnership with the Province and member municipalities, agrees to prepare and establish, through an implementation agreement, a Regional Transportation Strategy. The strategy would support the development objectives and pattern of major centres of the Regional Growth Strategy, and include strategies and actions for walking, cycling, public transit, goods movement and a major street system. The Regional Transportation Strategy would seek to:~~

- ~~•—Reduce demand for trips and shift demand from automobiles to walking, cycling, and public transit;~~
 - ~~•—Increase walking in the Metropolitan Core and major centres;~~
 - ~~•—Integrate cycling within the overall transportation system;~~
 - ~~•—Designate and develop a continuous regional cycling network;~~
 - ~~•—Provide for a functional and safe major street system for all users that links municipalities, limits the future need for additional roadway capacity, and avoids through traffic in neighbourhoods, and manages congestion on major routes;~~
 - ~~•—Provide policies to manage goods movement, heavy vehicle traffic and emergency and disaster response;~~
 - ~~•—Provide dedicated lane space for transit and cycling in the major street net-work, linking in particular the Metropolitan Core and Major Centres;~~
 - ~~•—Establish targets for air quality improvement;~~
 - ~~•—Improve transportation choice for rural communities; and,~~
- ~~Identify necessary preconditions and a timetable, to be reviewed as part of the statutory five-year review of the Regional Growth Strategy, for initiating development of a dedicated right-of-way, high capacity transit service between the Metropolitan Core and Langford Major Centre.~~

1. Implement the Regional Multi-Modal Network in accordance with the principles outlined in Objective 4.1.

2. The CRD, in partnership with the Province and member municipalities, agrees to establish, through an implementation agreement, a permanent and durable framework and mechanism for short, medium and long term transportation planning, governance and funding in the Capital Region within three years of the adoption of the Regional Growth Strategy. Locate growth and major trip-generating uses where it can be efficiently serviced by transit and active transportation.

2.—Prioritize transit and active modes in community planning and in the design and implementation of infrastructure, facilities and programs.

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5. Economic Development

5.1 Strengthen the Regional Economy

The Regional Growth Strategy intends that residents of the Capital Region enjoy economic prosperity as a foundation of high regional quality of life. ~~It does this by supporting the preparation and adoption, within two years of the adoption of the Regional Growth Strategy, of a Regional Economic Development Strategy that aims to enhance regional economic sustainability.~~ Economic sustainability means the production and distribution of wealth to meet the needs of present and future generations for goods and services in ways that ensure the long-term promotion of a satisfying and high quality of life for all residents. A sustainable economy is one that exhibits diverse and viable economic opportunities and is resilient and responsive to changing circumstances. A further characteristic is the involvement of a broad range of parties and interests in economic decision-making. A sustainable economy also supports the achievement of environmental and social sustainability.

The Capital Region already has a highly diversified economy. Current strengths include the internationally significant tourism industry, agri-tourism, colleges and universities, provincial capital services and functions, major national defense headquarters and facilities, a growing high technology sector, health services, small business, environmental consulting, retirement services, the film industry and a natural environment and livable communities that attract others to live here. These advantages notwithstanding, significant regional growth management and quality of life issues remain that need to be addressed including:

- ~~I. Finding ways to maintain and enhance the Metropolitan Core as the economic heart of the region to ensure that the City of Victoria achieves a minimum share of 20% of the region's employment growth to 2026;~~
- I. Finding ways to enhance job creation in the urban Western Communities to achieve a minimum jobs/population ratio of:
 - i. 0.60 in the Core Area
 - ii. 0.53 in the Saanich Peninsula
 - ~~iii. 0.36 in the West Shore-0.35 by 2026;~~
- II. Finding ways to expand and diversify the economy of formerly resource-dependent communities in Sooke and the Juan de Fuca Electoral Area, and the region as a whole;
- III. Finding ways to ensure the long term, affordable supply of strategic economic resources such as water, aggregate and energy;

- IV. Finding ways to increase economic activity in forestry and agriculture including high-value and specialized agriculture and value-added forestry;
- V. Finding ways to address the shortage of designated space-extensive industrial/business land in the region in locations consistent with overall goals regarding community completeness, transportation balance, and a network of major centres within an urban containment boundary;
- VI. Finding ways to include high-value, clean industry and business in the Metropolitan Core and Major Centres;
- VII. Finding ways to attract, develop and maintain a highly skilled workforce; and,
- VIII. Finding ways to reduce poverty in the Capital Region.

ActionsPolicies:

- ~~1.—The CRD agrees to participate with a broad cross-section of business and community interests, member municipalities, the Province, and the Federal Government in establishing, through a written agreement, a regional economic development partnership. The partnership would oversee preparation and maintenance of a Regional Economic Development Strategy and coordinate actions, programs, investments and initiatives in its implementation.~~
- ~~2.1. The CRD agrees to participate with member municipalities and a broad cross section of business and community interests, in the preparation and establishment, through an implementation agreement, of a Regional Economic Development Strategy consistent with the Regional Growth Strategy. The economic development strategy would Build on the region’s economic, environmental and quality of life advantages to position the region as a highly desirable location for investing in existing and new businesses. to identify opportunities to diversify and strengthen the regional economy, increase wealth and prosperity, and reduce poverty in the Capital Region. Possible strategic directions include:~~
- 2. Provide for land development patterns that maintain an adequate supply of employment land, transportation infrastructure and services to support a diverse regional economy.
 - ~~Focusing on the economic potential of unique biophysical attributes of the region, such as coastline areas and natural and cultural landscapes;~~
 - ~~Pursuing growth in New Economy sectors such as skilled services, specialized tourism, advanced technology, high-value and specialized agriculture and forestry, film/video making and~~

the arts, higher education, health, light manufacturing and home-based business;

- Focusing on the regional economic advantages of Victoria International Airport and existing major employment centres such as Keating Business Park, Sidney industrial area, Victoria and Esquimalt harbours, and the universities and colleges;
- Actions to retain and cultivate existing business and employment sectors in particular those in government services, tourism and national defence;
- Actions to attract and cultivate new firms, business and industry sectors to increase diversity in the regional economy;
- Actions to support agriculture including finding fair and effective ways to improve irrigation water supplies and access to nutrients, to investigate recycling of wastewater for agriculture and horticulture, and to promote the economic potential of expanded local and export markets for farm products; and,
- Streamlined regulations to encourage investment and business development.
- Actions that explore the opportunities for primary and value added natural resource industries such as forestry, fisheries, and aggregates.

6. Reduce Greenhouse Gas Emissions

6.1 Significantly Reduce Community-Based Greenhouse Gas Emissions

The Regional Growth Strategy supports the reduction of community-based greenhouse gas emissions to address the effects of a changing climate. In the Capital Region, greenhouse gas emissions come from the transportation system, the heating, cooling and energizing of buildings, waste, energy production, the production of goods and agriculture.

The Capital Regional District and local governments have long-standing commitments to make decisions, target investments and build capacity for reducing the use of fossil fuels and expanding the clean energy economy. Further, the Regional Growth Strategy's aim to keep urban settlement compact, build complete communities and create a regional multi-modal network of transportation corridors (Objectives 1.1, 3.1 and 4.1) will support the low-carbon built form that is the foundation for reducing energy demand.

Reducing community greenhouse gas emissions requires action on many fronts and is the responsibility of many actors including the Capital Regional District, local and senior levels of government, industry, institutions, businesses and residents. It requires coordinated, consistently applied action focusing on people, land use, transportation, infrastructure and technology. Achieving the community greenhouse gas reduction targets means following four related principles.

Principles:

- I. Create a low-carbon built form to reduce energy demand;
- II. Increase energy efficiency and recovery from retrofits and new development;
- III. Promote energy efficiency and the use of renewable, clean energy to reduce reliance on fossil fuels; and
- IV. Protect the carbon sequestration value of natural systems, including forested lands and wetlands.

Policies:

1. Prioritize investment in compact, complete communities to provide for a low-carbon built form that supports efficient energy use, the provision of clean and renewable district energy, active transportation modes, transit service, and low/zero emissions vehicles.
2. Design, manage, fund and operate programs, services and infrastructure to reduce greenhouse gas emissions in keeping with the principles outlined in Objective 6.1.

3. Strategically acquire protected areas that contribute to climate change mitigation.

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Implementation Measures

~~To implement the Regional Growth Strategy, t~~The Capital Regional District Board, working in partnership with ~~its member~~local municipalities, the Province, the Federal Government and others, will undertake the following implementation measures to realize the vision, objectives and policies of the Regional Growth Strategy:

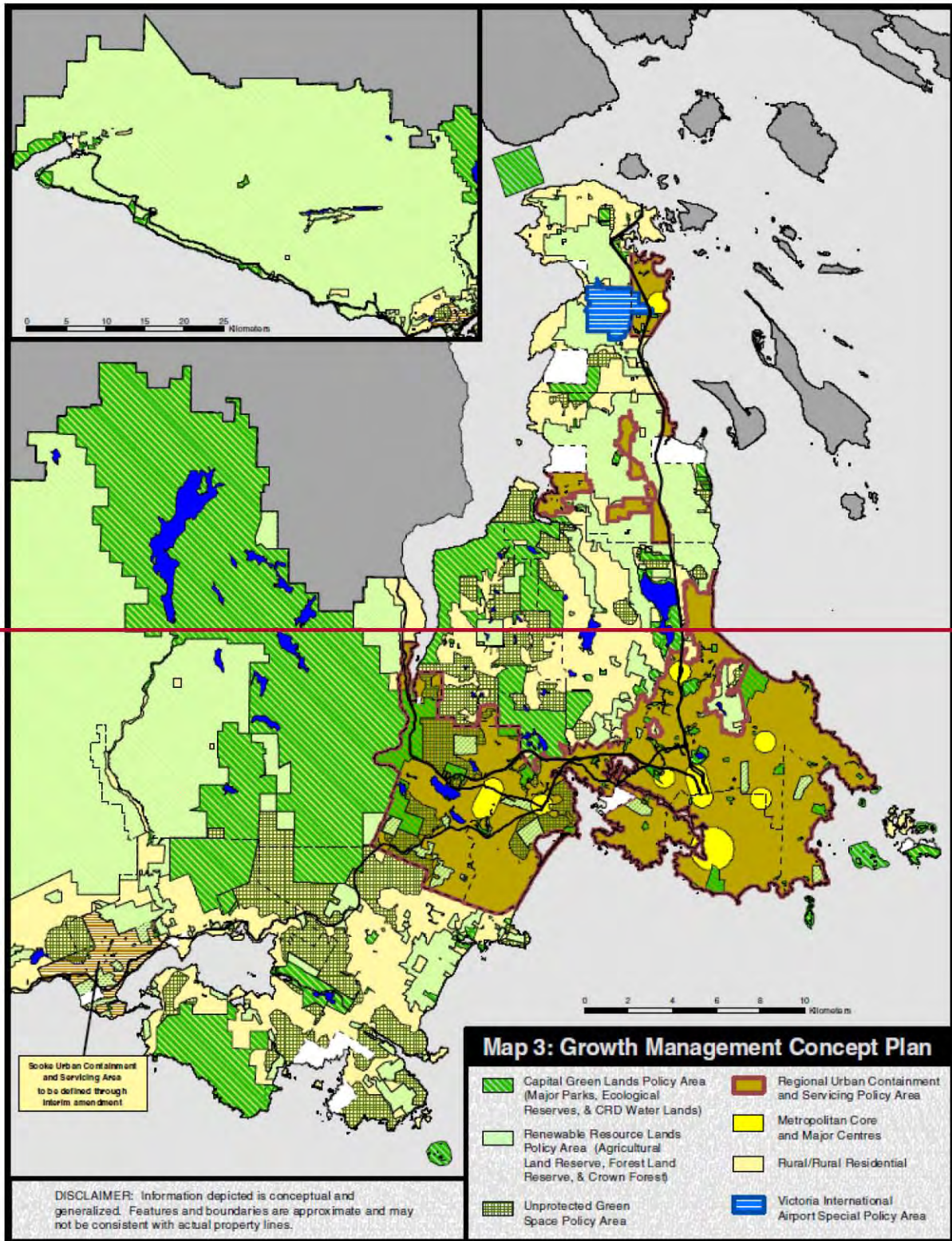
- I-1a. Maintain a collaborative, ~~agreement-seeking~~ regional strategic planning program directed to work towards achievement of the long term objectives of the Regional Growth Strategy.
- ~~I-1b. Prepare an annual report on implementation and progress toward the goals and objectives of the Regional Growth Strategy.~~
- ~~I-1~~1b. At least once every five years, consider whether the Regional Growth Strategy should be reviewed for possible revision and amendment.
- ~~I-2. Prepare and adopt, within two years of the adoption of the Regional Growth Strategy, a Master Implementation Agreement that gives effect to key Regional Growth Strategy actions and establishes procedures for its maintenance, amendment, and periodic update. The agreement will also address such matters as the CRDs role in coordinating implementation of the Regional Growth Strategy including public investments, equitable approaches to financing regional growth and development, agreed criteria for defining regionally significant development initiatives, including the expansion or extension of services beyond the Regional Urban Containment & Servicing boundary, and effective procedures to initiate processes for their inter-jurisdictional review.~~
- ~~I-32. Establish, within one year of the adoption of the Regional Growth Strategy, a process and program to m~~Monitor, evaluate and ~~periodically annually~~ report on ~~regional economic, population, social and environmental~~ trends and progress towards achievement of Regional Growth Strategy vision and objectives.
- I-3(a) Prepare a Climate Action Strategy to support the implementation of community-based greenhouse gas reduction initiatives.
- I-3(b) Support local governments and electoral areas through regional capacity building, education and projects that reduce greenhouse gas emissions.
- ~~I-44.~~ Work to reach agreement with local municipalities on Regional Context Statements, within two years of the adoption of the Regional Growth

~~Strategy, on Regional Context Statements for each member municipality to adopt within their official community plans Regional Context Statements, adopted within the applicable Official Community Plan, that explain set out how each municipality will implement, or work towards implementing, its commitments under the address Regional Growth Strategy policies.~~

- I-5. ~~Establish, within one year of the adoption of the Regional Growth Strategy, a Corporate Implementation Strategy including policies, programs and procedures a mechanism to ensure that the vision, goals and objectives of the Regional Growth Strategy cascade to that permit the Capital Regional District to demonstrate that all its plans, bylaws, services, and spending are consistent with the adopted Regional Growth Strategy as required by legislation.~~
- I-6. ~~Undertake an interim update of the Regional Growth Strategy, within three years of its adoption, to define the Regional Urban Containment and Servicing Policy Area in the District of Sooke, and incorporate revisions that arise from the Regional Transportation Strategy, the Regional Housing Affordability Strategy, and the Regional Economic Development Strategy. Coordinate the review and update of regional planning documents to inform future updates to the Regional Growth Strategy.~~
- I-7. ~~Implement the Regional Growth Strategy without prejudice to any aboriginal rights or title that may currently exist, or be defined further through treaty or other processes. Work to develop partnerships with the nine First Nations Councils in the Capital Region that ultimately will lead to their joining in the Regional Growth Strategy as full partners.~~ The Board will do this with the full recognition that Capital Region First Nations have asserted within their traditional territories, aboriginal rights and title and treaty rights currently undergoing formal definition through the modern treaty and other processes. The Board recognizes that First Nations Councils are neighbouring governments in the Capital Region, with a shared interest in managing long term development to enhance regional quality of life. ~~The Board further recognizes that implementation of the Regional Growth Strategy will proceed without prejudice to any aboriginal rights or title that may currently exist, or be defined further through treaty or other processes.~~
- I-8. Coordinate with the Cowichan Valley Regional District and the Islands Trust to ensure that long term planning and development policies and initiatives in those jurisdictions are compatible with the vision and objectives of the Capital Region's Regional Growth Strategy.

I-9. The Capital Regional District will work with the Province, agencies such as the Vancouver Island Health Authority and BC Transit, and the federal government to coordinate implementation of the Regional Growth Strategy while respecting the authority of each jurisdiction.

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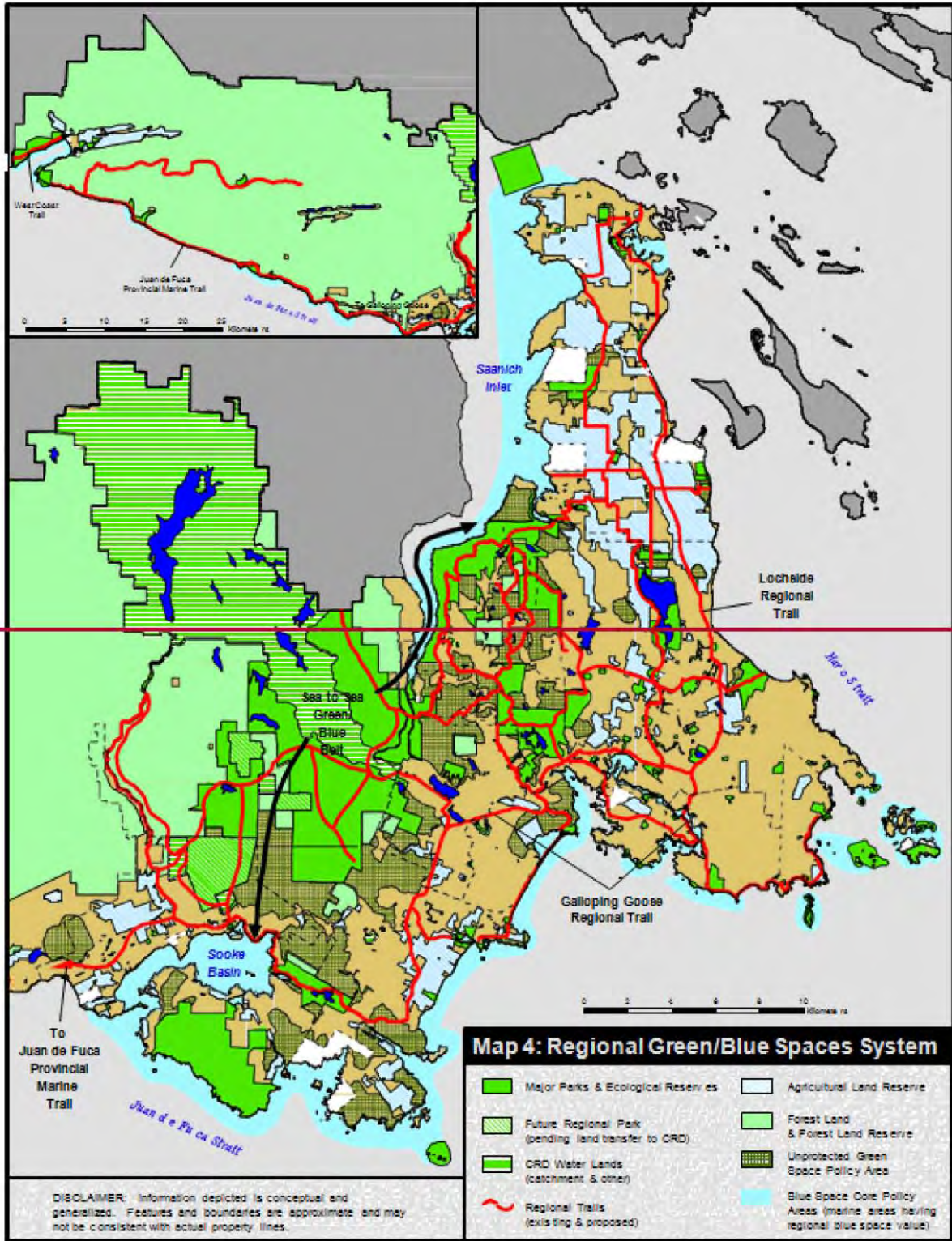


TABLE I
Population, Dwelling Unit and Employment Forecast

Jurisdiction	Dwelling Type ¹	Dwellings		Population		Employment ²	
		1996 (Adjusted (Census)	2026 (Forecast)	1996 (Adjusted Census)	2026 (Forecast)	1996 (Adjusted Census)	2026 (Forecast)
Central Saanich	TOTAL	5,660	7,200	15,160	17,700	5,680	7,800
	Single-family detached/Duplex	4,520	5,200				
	Other ground-oriented	540	600				
	Apartments	600	1,400				
North Saanich	TOTAL	4,070	5,100	10,770	13,000	3,000	4,300
	Single-family detached/Duplex	3,920	4,800				
	Other ground-oriented	140	200				
	Apartments	20	30				
Sidney	TOTAL	5,200	8,400	11,080	15,600	5,730	7,500
	Single-family detached/Duplex	3,090	3,400				
	Other ground-oriented	600	1,600				
	Apartments	1,510	3,400				
Saanich Peninsula Subtotal	TOTAL	14,930	20,600	37,010	46,300	14,410	19,700
Esquimalt	TOTAL	7,640	10,700	16,890	21,100	11,040	13,500
	Single-family detached/Duplex	3,600	3,800				
	Other ground-oriented	600	1,100				
	Apartments	3,450	5,800				
Oak Bay	TOTAL	8,010	8,600	18,490	19,100	5,520	5,800
	Single-family detached/Duplex	5,730	6,300				
	Other ground-oriented	110	140				
	Apartments	2,160	2,200				
Saanich	TOTAL	41,310	51,500	105,460	119,300	33,490	41,200
	Single-family detached/Duplex	30,760	31,500				
	Other ground-oriented	3,270	6,500				
	Apartments	7,280	13,500				
Victoria	TOTAL	39,920	47,500	76,830	84,700	76,920	86,000
	Single-family detached/Duplex	12,190	12,400				
	Other ground-oriented	2,080	5,600				
	Apartments	25,650	29,400				
Core Municipalities Subtotal	TOTAL	96,890	118,200	217,670	244,300	126,970	146,500
Colwood	TOTAL	4,870	12,800			2,620	7,400
	Single-family detached/Duplex	4,370	7,200				
	Other ground-oriented	250	2,200				
	Apartments	260	3,400				
Highlands	TOTAL	510	800	1,480	2,200	90	220
	Single-family detached/Duplex	490	800				
	Other ground-oriented	20	20				
	Apartments	0	0				
Langford	TOTAL	6,690	17,800	18,240	42,100	4,980	14,500
	Single-family detached/Duplex	5,650	9,500				
	Other ground-oriented	680	4,400				
	Apartments	360	3,800				
Metchosin	TOTAL	1,590	2,000	4,900	5,300	960	1,100
	Single-family detached/Duplex	1,540	1,900				
	Other ground-oriented	40	50				
	Apartments	10	30				
Sooke ³	TOTAL	3,210	6,100	8,770	15,500	1,760	3,500
	Single-family detached/Duplex ²	2,600	5,500				
	Other ground-oriented ²	380	380				
	Apartments ²	230	230				
View Royal	TOTAL	2,680	4,700	6,700	10,700	3,240	5,300
	Single-family detached/Duplex	1,770	2,100				
	Other ground-oriented	620	1,200				
	Apartments	290	1,400				
Juan de Fuca Electoral Area	TOTAL	1,680	2,500	4,140	6,500	400	800
	Single-family detached/Duplex	1,560	2,400				
	Other ground-oriented	120	120				
	Apartments	0	0				
Western Communities Subtotal	TOTAL	21,230	46,600	58,650	112,500	14,060	32,800
Indian Reserves⁴ Subtotal	TOTAL	1,900	2,100	4,630	4,900	410	800
GRAND TOTAL	TOTAL	134,940	187,500	317,960	407,900	155,850	199,900
	Single-family detached/Duplex	82,630	97,700				
	Other ground-oriented	10,400	25,300				
	Apartments	41,920	64,600				

¹ Other ground-oriented dwelling units includes row houses, other single-attached houses, and moveable dwellings/mobile homes.

² Employment refers to positions filled by the employed labour force, full-time or part-time, and not positions available.

³ The dwelling forecast and mix of dwelling units for 2026 for Sooke will be revised as part of the interim update of the Regional Growth Strategy.

⁴ The nine local First Nations are not currently partners in the Capital Region's Growth Strategy. The population and employment forecast on Indian Reserves is for information only and for use in populating the Regional Transportation Model.

Table 2: Targets by Priority Area and Objective ~~TABLE 2 Metropolitan Core and Major Centre Performance Guidelines~~

TABLE 2
Metropolitan Core and Major Centre Performance Guidelines

Guideline	Metro Core – Central Area	Metro Core – Secondary Area	Major Centres
Dimensions	1000 metre radius (20 minute walk) from the intersection of Douglas Street and View Street.	Area bounded by : South – Simcoe/ Ontario/ May Streets; East – Linden/ Chambers Streets; North – Bay Street; West – Bay/ Catherine Streets.	Approximately 500 metre radius (10 minute walk) from central point. Note: The Langford and Upper Douglas St. Centres are equal to two adjacent centres in dimensions.
Area (hectares)	276 ha.	269 ha.	75 – 80 ha.
Average Gross Density (dwelling units/ hectare)	100 – 120 units/ha.	60 – 90 units/ha.	80 – 100 units/ha.
Function/Mix of Uses	Complex mix of residential and employment uses serving a largely regional market. Dwelling mix predominately is apartments with townhouses and other attached ground oriented units making up a small proportion of the total.	Mixed use area dominated by residential uses, of which approximately half are apartments and the balance other ground oriented units, and single detached and duplex houses.	Mix of residential and employment uses serving primarily a sub-regional market. Dwelling mix is dominated by apartments, with the remainder other ground oriented units, and single detached and duplex units.
Transportation	Primary regional public transit exchange with strong express bus connections to major centres and regional points of entry. “Fare-less square” free transit service during business day. Excellent pedestrian cycling facilities.	Excellent local transit connections to express routes and, excellent pedestrian cycling facilities.	Direct centre to centre express bus service. Excellent pedestrian, cycling and local transit connections.
Public Open Space	Target up to 10% publicly accessible open space comprised of parks, public squares, playgrounds, and enhanced streetscapes.	Target up to 10% publicly accessible open space comprised of parks, public squares, playgrounds, and enhanced streetscapes.	Target up to 10% publicly accessible open space comprised of parks, public squares, playgrounds, and enhanced streetscapes.

Priority Area	Strategic Initiative Objective	Targets
1) Managing and Balancing Growth	1.1 Keep Urban Settlement Compact	<ul style="list-style-type: none"> By 2011, increase the designated supply of detached and ground access housing within the Urban Containment and Servicing Area in Victoria, Esquimalt, Saanich and Oak Bay, by 5% over designated capacities at the date of adoption of the Regional Growth Strategy. Accommodate a minimum of 15% of the region's cumulative new dwelling units within the City of Victoria to 2026 following adoption of the RGS (30% of the region's total dwelling stock was located within the City of Victoria in 1996). Locate 30% of new growth (dwelling units) in walkable, bikeable, transit serviced communities that provide a variety of housing types and tenures close to places of work, shopping, learning, recreation, parks and green space. Accommodate a minimum of 90%95% of the region's cumulative new dwelling units within the Regional Urban Containment and Servicing Policy Area to 2026 following adoption of the RGS (Just under 90% of the region's total dwelling stock was located within the Regional Urban Containment and Servicing Area in 1996).
	1.2 Protect the Integrity of Rural Communities	<ul style="list-style-type: none"> By 20262038, do not exceed the subdivision and density limits in designated Official Community Plans development capacity limits determined at the date of adoption of the RGS in rural and rural residential areas.
2) Environment and Resources	2.1 Protect Regional Green and Blue Space	<ul style="list-style-type: none"> By 2011, achieve protection of a minimum of Acquire 100% of the proposed Sea-to-Sea Green/Blue Belt sea-to-sea green/blue belt (approximately 75% was protected as of March 01). By 2016, cComplete a minimum of 100% of the Regional Trail Network (approximately 46% was completed by the end of 2001).
	2.2 Manage Natural Resources and the Environment Sustainably	<ul style="list-style-type: none"> Targets for physical and environmental services to be established through a best management practices implementation agreement, within two years of adoption of the RGS. Identify long-term capital plans for Capital Regional District utilities and major infrastructure improvements necessary to address the impacts of climate change and natural hazards.

Priority Area	Strategic Initiative Objective	Targets
		<ul style="list-style-type: none"> • Targets for air quality to be established in part through the Regional Transportation Strategy within two years of the adoption of the RGS, and through the RGS monitoring program.
3) Housing and Community	3.1 Build Complete Communities	<ul style="list-style-type: none"> • Municipal targets to be established through desired development guidelines for individual Official Community Plans through Regional Context Statements, within two years of the adoption of the RGS.
	3.2 Improve Housing Affordability	<ul style="list-style-type: none"> • Targets to be established in the Regional Housing Affordability Strategy. Increase the supply of more affordable housing. • Reduce the number of people in core housing need. • Reduce the number of people who are homeless.³
4) Transportation	4.1 Increase Transportation Choice	<ul style="list-style-type: none"> • Achieve a transportation system that sees 42% of all trips made by walking, cycling, transit. Mode Share Targets for PM Peak Period Trips: <ol style="list-style-type: none"> 1) By 2026, achieve a minimum PM peak period region-wide transit mode share of 10% (4.6% in 1996); 2) By 2026, achieve a minimum PM peak period mode share by non-auto modes of 40% for trips to, from and within the Metropolitan Core (31% for trips by non-auto modes to/from the Victoria Central Business District, a proxy of the Metropolitan Core, in 1996); 3) Mode Share Targets for Journey-to-Work Trips: 4) By 2026, achieve a minimum region-wide transit mode share of 15% for journey-to-work trips (9.9% in 1996); 5) By 2026, achieve a minimum cycling mode share of 10% within the Victoria Census Metropolitan Area for journey-to-work trips (4.9% in 1996); and 15% for journey-to-work trips for residents of the combined areas of the City of Victoria, Oak Bay, Esquimalt, and urban Saanich (6.2% in 1996) 6) Mode Share Targets for Annual Travel: • Other transportation targets to be established through the Regional Transportation Strategy within two years of the adoption of the RGS.

³ Numeric targets will be identified in an updated Regional Housing Affordability Strategy. At the time of writing, the targets in the approved Regional Housing Affordability Strategy are inconsistent with the legislated timeline of the Regional Growth Strategy.

Priority Area	Strategic Initiative Objective	Targets
5) Economic Development	5.1 Strengthen the Regional Economy	<ul style="list-style-type: none"> • <u>Achieve a jobs/population ratio of:</u> <ul style="list-style-type: none"> – <u>0.60 in Core Area</u> – <u>0.53 in Saanich Peninsula</u> – <u>0.36 in West Shore</u> <p>Accommodate a minimum of 20% of the region's cumulative employment growth within the City of Victoria to 2026 following adoption of the Regional Growth Strategy (approximately 49% of the region's total employment was located in the City of Victoria in 1996).</p> <p>4) By 2026, achieve a minimum jobs/population ratio in the urban Western Communities of 0.35 (0.27 in 1996).</p> <p>Other economic targets to be established through the Regional Economic Development Strategy within two years of the adoption of the RGS.</p>
6) <u>Reduce Greenhouse Gas Emissions</u>	6.1 <u>Significantly reduce community-based greenhouse gas emissions</u>	<ul style="list-style-type: none"> • <u>Reduce community greenhouse gas emissions by 33% (from 2007 levels) by 2020, and by 61% by 2038.</u>

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APPENDIX A - The Framework for Our Future Regional Vision

On July 15, 1998 the CRD Board resolved to adopt the Framework For Our Future Agreement to guide the development of a regional growth strategy for the Capital Region. The Framework Agreement outlines a vision for the region a generation into the future, derived from the visions and key goals of local official community plans and the Regional Green/Blue Spaces Strategy. It describes a region:

Where modest growth and economic diversification occur while we continue to maintain and enhance our natural environment, our agricultural landscapes, our arts and culture and our established neighbourhoods and communities.

The core municipalities experience infill and modest population increases, with the bulk of new residential growth occurring in the Western Community municipalities of Colwood and Langford, some in a limited number of new neighbourhoods. The Saanich Peninsula retains its rural and small town character as do Sooke, Metchosin and the Highlands.

While the Metropolitan Core remains the dominant cultural and business hub of the region, economic expansion occurs in employment centres in Colwood and Langford. Limited employment expansion occurs in the vicinity of Victoria International Airport. Transit, commuter cycling, and walking are common alternatives to travel by private automobile.

A regional green/blue spaces system protects and maintains the full range and diversity of the natural environment that surrounds us, including significant green spaces, the marine environment, wetlands, fish and wildlife habitat, unique ecosystems, and the remnant ecosystems that flourished here before the time of Captain Cook. Natural systems that have suffered damage have been restored where possible. By 2026, stable and durable physical limits contain ongoing change to urban communities and rural settlements in the Capital Region.

More specifically, for **The Western Communities**:

- Colwood will become a more urban community while retaining its exceptional heritage resources and natural areas. Colwood Corners is transformed into an attractive, welcoming town centre. Royal Bay, Olympic View and Colwood Corners have expanded as complete communities. Hatley Park Estate is the home of Royal Roads University and features extensive public open space.

- The District of Langford has a cohesive town centre with pedestrian areas, commercial districts, and convenient vehicle access, providing a central community focus and an enhanced regional role. An open space system made up of treed areas, lakes and streams links and defines neighbourhoods.
- View Royal will have a series of economic centres providing expanded retail, professional financial and convenience services. Single-family detached housing will remain the predominant housing form with some provision made for other types of housing. A network of foot and cycle paths will provide neighbourhoods with access to shopping, recreation and natural open space. Natural amenities associated with shorelines, streams, estuaries, hillsides and forested areas will be protected.
- The Highlands will continue to preserve large areas of natural green space protecting elements of the regional ecosystem and providing outdoor recreational opportunities for CRD residents and visitors. Lands retained in a natural state preserve diversity of plant and animal life. Development remains primarily residential on rural acreages or large lots, with no role as an area for urban development.
- The Langford Electoral Area, as with the Highlands, remains very much the same as in 1996 – with large areas of greenspace and rural residential development on large lots or rural acreages.⁴
- Metchosin is a community of rural character with a choice of rural lifestyle options. Agriculture has diversified with a great range of specialty products and organic crops grown. Natural areas, sensitive ecosystems and biodiversity are preserved, and there is a system of local and regional parks and natural open spaces linked with multi-use trails, along with improved access to shoreline areas. Metchosin village is the primary commercial centre with some room for limited expansion.
- Sooke, located on the Sooke Harbour and Basin, will encourage more population and commercial development within its Urban Containment Boundary providing an enhanced centre for the surrounding coastal communities of Saseenos, East Sooke, Otter Point, and Shirley. These neighbouring areas will continue to have strong rural character with a choice of rural lifestyle options. The Sooke Electoral Area contains significant provincial, regional and locally controlled parks and trail systems as well as ecological reserves. It will continue to preserve large areas of forest and natural green space for outdoor recreational opportunities for residents and visitors to the Capital Region.

⁴The Framework For Our Future Vision was adopted prior to the incorporation of the District of Sooke and the formation of the Juan de Fuca Electoral Area.

The Core:

- Esquimalt exhibits a more sustainable model of urban development where the quality of the natural and built environment passed on to the next generation is healthier than at present. The Wardroom/Hospital DND site has clusters of low and medium density multiple family housing surrounded by green space. Macaulay Point/Work Point is a complete community that is pedestrian oriented, socially diverse, with a mix of uses and services and park space, treed areas, and continuous waterfront access. It is Esquimalt's intention to strengthen its commercial/retail sector to service the expanding needs of the community as a result of population increases which will result from the adoption of the Regional Growth Strategy and to market our central location to businesses and high tech industries.
- Saanich remains a series of community focused neighbourhoods, within an urban containment boundary that clearly separates the urban area from the rural portion of the municipality. Rural Saanich forms part of the peninsula farm lands. Population increases are managed within the context of the local area planning process, where land use, density and development policies encourage diversity of lifestyle, housing, economic and cultural opportunities.
- In Victoria, compact communities, with a diverse mix of population and housing, exist within walking distance of facilities and services. Victoria encourages home based business and local neighbourhood services; reduced trips to and from work; live/work accommodation; and, urban village and main street upper storey accommodation. Downtown Victoria is a compact, walkable neighbourhood and the cultural and commercial heart of the city and region. Overall traffic movement in Victoria is balanced with the needs of pedestrians and cyclists.
- Oak Bay continues to be a green, landscaped, quiet residential community with a mix of housing types and neighbourhood commercial centres with a special emphasis on heritage preservation. Oak Bay village is a strong shopping area and the historical, cultural, community and business core of the municipality. Public access to waterfront amenities including clean safe beaches is maximized.

The Peninsula:

- Situated at the northerly tip of the Saanich Peninsula approximately 27 kilometers north of downtown Victoria, the District of North Saanich is a collection of coastal focused neighbourhoods which surround agricultural lands. The community's long term development plans are based on the

~~desire of residents to retain rural character and safeguard environmental qualities. External demands for housing growth are not accommodated. The District's policies reflect a strong commitment to preserve the agricultural land base and agricultural activities in the municipality.~~

- ~~• Sidney remains the commercial centre for the north Peninsula and the economic competitiveness of Sidney is maintained and enhanced. Commercial/industrial lands are available and there are growing knowledge-based industries. Orientation between the town and the ocean is strong, including enhanced ocean-side amenities.~~
- ~~• Central Saanich provides agricultural land, light industrial land, residential areas with rural and suburban character, and small commercial centres. Slow and managed residential growth is accepted outside of rural and agricultural areas. High quality knowledge-based and light industrial business and industrial growth are accepted in the Keating Industrial area.~~

APPENDIX B-A - The Framework For Our Future Guiding Principles

On July 15, 1998 the Capital Regional District Board resolved to adopt the Framework For Our Future Agreement to guide the development of a regional growth strategy for the Capital Region. The Framework Agreement ~~outlines~~ provided general guiding principles for the preparation of the Regional Growth Strategy. Over 15 years later, in 2016, this framework endures as the foundation of the Regional Growth Strategy (2003).

1. The Capital Region's Growth Management Strategy ~~will be~~ is based on ~~the following~~ four fundamental principles ~~of~~:

Sustainability: actions to meet our needs today do not compromise the ability of future generations to meet their needs, and ensure the ongoing healthy functioning of the natural systems that sustain life.

Appropriateness: actions are appropriate to the aspirations and local conditions of the Capital Region, and do not simply reflect the uncritical application of ideas developed for other places and situations.

Continuity: the strategy will build on work that has already been undertaken by the Capital Regional District and its member municipalities, and will consider the thoughts and ideas contributed by individual residents and community associations.

Cooperation, Collaboration and Coordination: the Capital Regional District, ~~member-local~~ municipalities, provincial ministries and agencies, and regional residents will work together to develop and implement the strategy. First Nations, the Islands Trust, and the Cowichan Valley Regional District are neighbouring governments and will be invited to participate. ~~These four principles will underlie all RGS alternatives developed for consideration and review.~~

~~2. In developing alternative approaches to our priorities, we will favour solutions that aim to achieve the regional vision and support the values of:~~

- ~~1. Personal safety and security;~~
- ~~2. Efficient and effective local and regional government;~~
- ~~3. High quality natural and built environment;~~
- ~~4. Rural character and agriculture;~~
- ~~5. Community stability; and,~~
- ~~6. Community and regional character and diversity.~~

3.2. In addition, the development and evaluation of alternative solutions will pay due regard to the following 14 provincial goals set out in the *Local Government Act*:

1. Avoid urban sprawl;
2. Minimize automobile use and encourage walking, cycling and efficient public transit;
3. Move goods and people efficiently, making effective use of transportation and utility corridors;
4. Protect environmentally sensitive areas;
5. Maintain a secure and productive resource base, including the agricultural land and the forest land reserves;
6. Encourage economic development that supports the unique character of communities;
7. Reduce and prevent air, land and water pollution;
8. Ensure adequate, affordable and appropriate housing;
9. Ensure adequate inventories of suitable land and resources for future settlement;
10. Protect the quality and quantity of ground and surface water;
11. Minimize the risks to settlement associated with natural hazards;
12. Preserve, create and link urban and rural open space including parks and recreation areas;
13. [Plan for energy supply and](#) promote efficient use, conservation and alternative sources of energy; and,
14. Ensure good stewardship of land, sites and structures with cultural heritage value.

APPENDIX ~~C~~**B** - The Regional Green/Blue Spaces Vision

The Green/Blue Spaces Strategy sets out a comprehensive, long-term strategy for maintaining, conserving, rehabilitating and restoring green/blue spaces on public and private lands in the region, including areas with ecological, aesthetic, renewable resource, outdoor recreation and greenways values. The Board adopted the Green/Blue Spaces vision on November 26, 1997 as a guide for the preparation of the regional growth strategy. This vision – Our Essential Nature – forms part of the Framework For Our Future Agreement adopted by the Board on July 15, 1998 to guide the development of the regional growth strategy.

There are times when we just want to roam the Gowlland Range and listen to the sound of air stirred up by eagles' wings. Or stroll the Swan Lake boardwalk and watch a family of proud ducklings parade past our feet.

Then there are days when splashing about with our children in the cool, clean waters of Thetis Lake is the only thing worth doing. Or maybe it's kicking up the warm, soft sand of Willows Beach.

Perhaps it's walking along the Colquitz Creek that makes our world come alive. Or taking a second, reflective look at a rare old Douglas-fir on the grounds of Royal Roads.

Whether it is the pastoral splendour of the Saanich Peninsula Farmlands, or the stark and wild beauty of the Juan de Fuca coastline, our ability to appreciate nature begins with whatever captivates our senses. It then expands to values we feel deeply but rarely capture in words.

All of us who live in the Capital Regional District cherish the natural environment that is so essential to our quality of life, and we are determined that it never be compromised.

So although we already enjoy a diverse network of protected areas that stretches from the southern Gulf Islands to Port Renfrew, we cannot be complacent. As the region's population continues to grow, we must ensure that the stewardship of the natural environment remains integral to all forms of urban, suburban and rural development.

But we don't protect nature just so we can hike, relax and contemplate. We must also safeguard endangered species and sensitive ecosystems such as Garry Oak meadows and stands of old growth Douglas-fir. And we need to give Pacific salmon a fighting chance to return to urban streams.

To that end we envision the development of a regional green/blue space system that will protect and maintain the full range and diversity of the natural environment that surrounds us, including significant green spaces, the marine environment, wetlands, fish and wildlife habitat, and unique ecosystems.

We are also committed to protecting and maintaining the last remnants of ecosystems that flourished here before the time of Captain Cook, and to restore natural systems we have altered.

This is neither a park plan nor a policy document, but a vision of cooperative stewardship that integrates the contributions of citizens, landowners, businesses, communities, and all levels of government. It is a vision of sustaining the essential nature of our region, of continually creating and protecting a livable and healthy community – and passing on that legacy to future generations.

The objectives of the Regional Green/Blue Spaces Strategy are to:

- Conserve rare, threatened or endangered ecosystems and species in the Capital Regional District;
- Maintain biological diversity by protecting and enhancing a variety of habitats;
- Conserve ecologically valuable areas in large, diverse, contiguous units and connect them with greenways;
- Maintain the character and diversity of green/blue spaces in the Capital Regional District;
- Enhance and restore areas that could have green/blue space values;
- Develop a comprehensive set of priorities for the conservation of green/blue spaces in the Capital Regional District;
- Educate people about the value of protecting green/blue spaces in the Capital Regional District; and,
- Foster partnerships for the conservation and stewardship of green/blue spaces.

APPENDIX D-C - Glossary

Attached housing Any form of housing where more than two individual dwellings are structurally attached including townhouses, apartments regardless of tenure, stacked townhouses and the like.

Benchmark A statement or value of a level of performance widely considered to be acceptable or 'best in class', used for comparison purposes with actual performance results (determined by initial baseline data and indicators used to monitor performance); may be the same value as, or higher or lower than targets (see definition below).

Climate Change A change of climate which is attributed directly or indirectly to human activity.⁵

Complete Community Multiple-use urban community that contains within its boundaries the full range of facilities and activities necessary to meet typical household needs for employment, shopping, personal services, recreation, housing, education and other goods and services. Complete communities typically are defined by what they are not, that is, single-use residential areas that serve a largely dormitory function to a larger centre, with few local opportunities to meet the broad range of household needs described.

Core Municipalities The Capital Region sub-region that includes the municipalities of Victoria, Esquimalt, Oak Bay, ~~and~~ Saanich and View Royal.

Core green/blue space *Core green space areas* contain the major examples of the Capital Region's historic land-based ecosystems and the majority of areas identified in the Conservation Data Centre's Sensitive Ecosystem Inventory, including existing parks (e.g., national parks, provincial parks and ecological reserves, regional parks and municipal nature parks); unprotected green space (e.g., areas with green space value which are not in existing parks); and Capital Regional District Water lands. *Core blue space areas* are marine environments with high ecological, recreational, and/or scenic value.

Density A measure of the intensity of occupancy and use of the land, generally described in terms of persons per hectare, or dwelling units per hectare, or a ratio of the built floor area of a structure to the area of the lot it occupies.

Framework For Our Future Agreement An agreement approved by the Capital Regional District Board on July 15, 1998 that set out the scope, overall vision,

⁵ Based on the United Nations Framework Convention on Climate Change definition.

priority areas and guiding principles for the preparation of the Regional Growth Strategy.

Greenhouse Gas (GHG) Gases in the earth's atmosphere that absorb and re-emit infrared radiation. These gases occur through both natural and human-influenced processes. GHG emitted through human activities include carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulphur hexafluoride (SF₆).

Greenways Corridors that link areas of greenspace to provide wildlife habitat and recreational opportunities. Greenways include trails in some areas and no public access in other areas. Greenways can include both public holdings and private working landscapes.

Ground oriented housing Includes all dwelling units that have individual and direct access to the ground. Includes single-family (detached) dwellings, semi-detached (duplex) dwellings, and other ground-oriented housing town-houses, linked dwellings, and the like.

Growth management Implementation of government regulations that control the type, location, quality, scale, rate, sequence or timing of development. More generally, the whole range of policies designed to control, guide or mitigate the effects of growth. By attempting to guide growth rather than react to its effects, communities engaged in growth management assume a proactive stance in ensuring that the very qualities that attract growth are not destroyed for existing residents and future generations.

High capacity transit A transit service operating in an exclusive corridor carrying from 15,000 to 20,000 riders per hour in the peak hour, peak direction. High capacity transit service can be provided with many different vehicle types.

Housing affordability Generally describes a condition in which housing costs consume no more than 30% of gross household income (unless by choice); including taxes and insurance (for owners) and utilities (for owners and renters). Applies to both market and non-market (subsidized) dwellings.

~~Implementation Agreement~~ ~~Under section 868 of the Local Government Act, an agreement respecting the coordination of activities related to implementation of a regional growth strategy.~~

Indicator Usually, a measurable characteristic or relationship, used to measure progress toward a goal, a trend (if in a series), or to compare one place/program/result with another. An indicator is a proxy that can be used to represent all aspects of a subject.

Infrastructure The physical capital and associated services considered basic and necessary to the functioning of an urban area. These include such things as: sanitary sewers, treatment plants, and water pipelines and distribution/collection systems; roads, signals, sidewalks and other components of the transportation system including transit vehicles, ferries and airports; solid waste management facilities including transfer stations and landfills; and, energy supply and distribution systems including hydroelectric and natural gas transmission and distribution systems. More generally, infrastructure can refer to other tangible public and private assets necessary to support the development of a modern urban settlement, such as hospitals, schools and recreation facilities. In some cases, preserved green space and natural areas including forests, wetlands, and stream corridors have been described as a “green infrastructure”, essential to the vitality of healthy human communities.

Metropolitan Victoria or Victoria Metropolitan Area (VMA) That portion of the Capital Region from, Otter Point in the west to Swartz Bay in the north, defined by Statistics Canada as the Victoria Census Metropolitan Area.

Mixed-use Land use regulations that permit a variety of different uses and activities either on one legal parcel or within one defined land use zone. The classic example of a mixed use district is a historical downtown core that contains a wide range of residential, business, service, institutional, cultural, recreational and industrial uses within a relatively small area; in many cases, a wide range of different uses within individual buildings or on single sites.

Non-Ground Oriented Housing Dwellings that access the ground via shared corridors (typically apartments regardless of tenure) and not through individual direct access to the ground.

Official Community Plan (OCP) Under Section [471876](#) of the *Local Government Act*, a general statement of the broad objectives and policies of the local government respecting the form and character of existing and proposed land use and servicing requirements in the area covered by the plan.

Peninsula The sub-region of the Capital Regional District including the municipalities of Central Saanich, Sidney, and North Saanich.

~~**PM Peak Period** Refers to the nominal duration for defining the amount of travel or transportation impacts for the afternoon/evening travel period. The Capital Region, the PM Peak Period runs between 4 P.M. to 5 P.M. for a normal weekday, Monday to Friday. Information developed for the Regional Growth Strategy actually covers the period from 3 P.M. to 6 P.M. From this data, a nominal peak hour was developed that reflected the average travel trends for the region.~~

Regional Context Statement Under Section ~~446866~~ of the *Local Government Act*, a statement, accepted by the regional district board, included in a municipal official community plan within two years of the adoption of the Regional Growth Strategy, that explains the relationship between the official community plan and the Regional Growth Strategy.

Regional Growth Strategy (RGS) Under Part ~~1325~~ of the *Local Government Act*, a regional agreement (including a vision, goals, policies and actions) that commits affected municipalities and regional districts to a course of action to meet common social, economic and environmental objectives. It is initiated and adopted by a regional district and referred to all affected local governments for acceptance.

Regional Green/Blue Spaces Strategy (GBSS) A joint initiative of the Provincial Capital Commission and the Capital Regional District, the GBSS sets out a comprehensive, long term strategy for maintaining, conserving, rehabilitating and restoring green/blue spaces on public and private lands in the Capital Region. Included are areas with ecological, aesthetic, renewable resource, outdoor recreation and greenways values. The Capital Regional District Board adopted the GBSS as a guide for the preparation of the regional growth strategy on November 26, 1997.

Regional Multi-Modal Network The interconnected transportation corridors defined in the Regional Transportation Plan. The multi-modal network provides for connectivity across modes (walking, cycling, transit and driving) and describes the backbone of the region's transportation system. The corridors that comprise the network are prioritized based on expected demand for two or more transportation modes.

Sea to Sea Green/Blue Belt A band of watersheds running between Saanich Inlet and Sooke Basin that is currently or proposed for protection by the Regional Green/Blue Spaces Strategy, including major parks and Capital Regional District Water lands, delineated on Map 4.

Sensitive ecosystems Lands defined as sensitive in the Sensitive Ecosystem Inventory and subsequently identified as core green space areas in the Regional Green/Blue Spaces Strategy.

Target A desired level of performance set for a specific situation in a plan or program.

Urban containment and servicing area The area contained within a regulatory boundary (an urban containment boundary) marking the limit between a defined urban growth and servicing area and other areas such as rural and resource areas, where urban growth is discouraged.

Walkable In urban design, a community is walkable when it is scaled, dimensioned and provided with facilities and a mix of uses and activities that make walking an easy, convenient way to get around. A general rule of thumb is that most people will not walk much more than 10 to 15 minutes to shop or reach services such as libraries and schools. To meet this standard, a walkable community would have a shopping and service centre no more than 400–600 metres from most residences, with a sidewalk and street environment scaled to be interesting and inviting to people on foot.

Western Communities West Shore The sub-region of the Capital Regional District that includes the municipalities of ~~View Royal~~, Colwood, Langford, Metchosin, Highlands, Sooke, and the Juan de Fuca Electoral Area.

DRAFT



The Corporation of the District of Saanich

Mayor
Councillors
Administrator
Council
Administration
Media
Applicant
May 9/16 MA

Report

To: Mayor and Council
From: Harley Machielse, Director of Engineering
Date: May 6, 2016
Subject: Application for Inclusion in the Sewer Service Area – 4134 and 4138 Holland Avenue, Lot 5, Section 24, Plan 10468, Lake District

PURPOSE

The purpose of this report is to recommend to Council that 4134 and 4138 Holland Avenue be included in the Sewer Service Area.

BACKGROUND

The property owners of 4134 and 4138 Holland Avenue have requested that these properties be included in the Sewer Service Area (see attached letter dated February 2, 2016). These two properties are zoned A-1 (Rural Zone – 2 ha lot), are outside the Sewer Service Area and Urban Containment Boundary, are not in a floodplain, and not within the Agricultural Land Reserve. The existing dwelling is reported to be 100 years old, but is not on the Heritage Register.

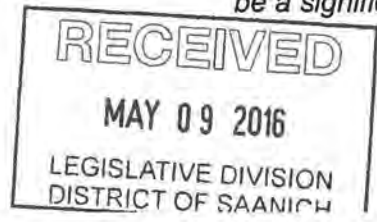
Surrounding land use is single family dwelling, all zoned A-1 as well. Strawberry Vale "Village" Center is located approximately 785 m to the East along Hastings Street. The nearest school is Strawberry Vale Elementary School 300 m to the east, and nearby parks include Rosedale Park adjacent to the school, and Strawberry Knoll Park 100 m to the north.

The following policy from the Official Community Plan (OCP) is relevant to this application:

OCP Policy 4.2.10.13: "Consider extending the Sewer Service Area outside the Urban Containment Boundary only as a means to resolve a current health problem or if no reasonable alternative is feasible or, for public facilities or parks, where there would be a significant community benefit."

The following policy from the servicing policy in the Rural Saanich Local Area Plan (LAP) is also relevant:

Rural Saanich LAP Policy 11.1: "Do not consider extending the Sewer Service Area outside the Urban Containment Boundary except to resolve a current health problem or if no reasonable alternative is feasible or, for public facilities or parks, where there would be a significant community benefit."



Furthermore, discussion in the body of Section 11.0 Municipal Utilities and Private Servicing of the Rural Saanich LAP states:

"These extensions are not intended to provide opportunities for urban development outside the Urban Containment Boundary."

Historically, several other properties in the area surrounding 4134 and 4138 Holland Avenue have experienced failed septic systems. In February 2013, the Vancouver Island Health Authority (VIHA) provided an assessment of the general Holland Avenue and Hastings Road and concluded that many properties in the area are not suitable for onsite sewage disposal due to the lot size, and soil and groundwater conditions.

In 2014, Council approved a similar application for inclusion in the Sewer Service Area of 1389 and 1391 Hastings and 4127 and 4129 Holland Avenue.

DISCUSSION

The subject properties contain an onsite sewage disposal system which has been reported to be failing. In March 2015, VIHA completed a site visit to 4134 and 4138 Holland Avenue and recommended that the District allow these properties connect to the municipal sewer system. In April 2015, VIHA issued an Order requiring the owners, "construct a sewerage system which complies with the BC Sewerage System Regulations or connect to the community sewer system, if available".

Further to VIHA's issuance of the Order, the owner of the property hired an independent onsite wastewater practitioner, Complete Septic Solutions, to assess the suitability of the properties for onsite sewage disposal. Complete Septic Solutions has confirmed that the property is not suitable to reinstate onsite septic disposal without "extensive pretreatment", due to poor soil permeability, the small lot size, and the risk of effluent breakout.

Complete Septic Solutions provided a construction cost estimate for an onsite sewage disposal system of \$38,656 per lot, which includes a membrane bioreactor treatment plant. Maintenance of the treatment plant would require cleaning every six months and the contractor described the maintenance as difficult. Considering the construction cost and the maintenance requirements, staff believe that an onsite sewage disposal system is not reasonable for this property

Based on the information received and the knowledge of the area, the following can be concluded regarding 4134 and 4138 Holland Avenue:

- A current health problem exists, and;
- An acceptable on-site sewage disposal could not reasonably be constructed to service these properties.

It has been the practice in sewer expansion for properties outside the Urban Containment Boundary to encompass only the footprint of the dwelling where future development potential

may exist. However, in this case lot size minimums under existing zoning preclude further development potential beyond the existing two lots.

Currently, the existing dwelling straddles the property line between the two lots. Each lot is a separate legal parcel, and if the existing dwelling were to be removed it would be possible to construct a new dwelling on each parcel. In fact, the owners have indicated in a letter to Engineering dated Feb 2, 2016 that their “plan is to remove the 100 year old house on the property and build two smaller houses.”

It is therefore recommended that the Sewer Service Area be extended to encompass the entirety of both lots. The recommended SSA expansion is illustrated on Figure 1.

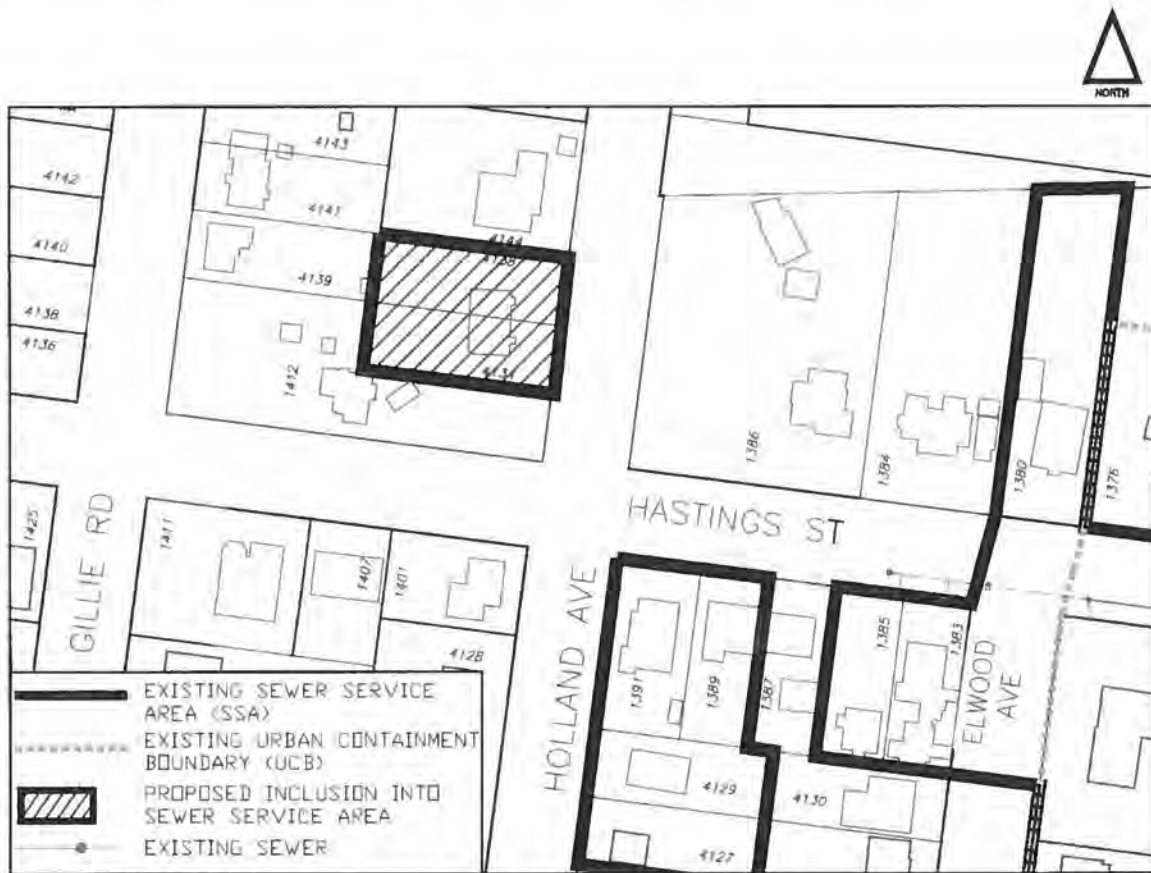


Figure 1: Recommended SSA Expansion

4134 and 4138 Holland Avenue are located too low for a gravity service to the municipal sewer system. A low pressure system with private pumps will be required. The property owners understand that they are responsible for all costs to connect to the municipal system.

SUMMARY

In summary, based on the information received and our knowledge of the area, a current health problem exists and an acceptable on-site sewage disposal could not reasonably be constructed to service these properties. Therefore, this application meets the policies for inclusion into the Sewer Service Area.

RECOMMENDATIONS


That council approve 4134 and 4138 Holland Avenue be included in the Sewer Service Area.

Prepared by:



Jeff Howard
Manager of Underground Services

Approved by:



Harley Machielse
Director of Engineering

JH/jh

Attachment

G:\Protect_Admin\RCRS\REPORTS TO MAYOR & COUNCIL 1410-04\4134 & 4138 Holland\4134 & 4138 Holland Ave Rpt to M&C re Inclusion into the SSA 2016_04_28.docx

CC: Sharon Hvozanski, Director of Planning

CAO COMMENTS:

I endorse the recommendation from the Director of Engineering



Paul Thorkelsson, CAO

Brodie & Kim Johnson

Victoria BC

February 2, 2016

Jeff Howard,
Manager, Underground Services
Engineering Department
District of Saanich
770 Vernon Ave.
Victoria, BC V8X 2W7

Dear Mr. Howard,

Re: Property at 4134 & 4138 Holland Avenue

As the owners of the above properties, we would like to respectfully request to be included in the sewer service area. Our plan is to remove the 100 year old house currently on the property and build two smaller houses. Due to the size of the lots and quality of the area soil, sufficient sewage and stormwater disposal systems would be impractical to install. We are aware there will be significant cost to connect to the current sewer system which ends a short distance from the property, including installation of a grinder pump system. We would appreciate any cost sharing opportunities Saanich is able to offer.

Thank you in advance for considering our request, and please let us know if you require any further information.

Sincerely,

Kim & Brodie Johnson

1410.04 Planning
X: 2870-30 Del Monte

CW may 16/16.



The Corporation of the District of Saanich

Mayor
Council
Adminis-
Com. Assn.
Applicant
MPV 29116 DA

Council
Administrator
Media

Report

To: Mayor and Council
From: Sharon Hvozdanski, Director of Planning
Date: April 22, 2016
Subject: Subdivision and Rezoning Application
File: SUB00741; REZ00557 • 5117 Del Monte Avenue

PURPOSE

Project Proposal: The applicant proposes to rezone from the A-1 (Rural) Zone to the RS-10 (Single Family Dwelling) Zone in order to subdivide to create four additional lots resulting in a total of five lots for single family dwelling use. The applicant also proposes to dedicate 5696.7 m² of land to Saanich to add to Doumac Ravine Park.

Address: 5117 Del Monte Avenue

Legal Description: Lot B, Sections 45 & 46, Lake District, Plan 9363

Owner: David M. & Stephania Morris

Applicant: McElhanney Consulting Services Ltd; Dave Smith

Parcel Size: 11,115 m²

Existing Use of Parcel: Single Family Dwelling

Existing Use of Adjacent Parcels:
North: Single Family Dwelling (RS-12) Zone
South: Single Family Dwelling (RS-10 & RS-12) Zones
East: Doumac Park (P-4N) Zone
West: Single Family Dwelling (RS-12) Zone

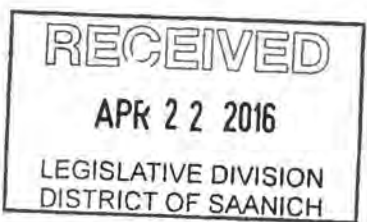
Current Zoning: Rural (A-1) Zone

Minimum Lot Size: 2 ha

Proposed Zoning: Single Family Dwelling (RS-10) Zone

Proposed Minimum Lot Size: 780 m²

Local Area Plan: Cordova Bay



CW
2

LAP Designation: Residential II

Community Assn Referral: Cordova Bay Association for Community Affairs • Response received October 9, 2015 indicating no objections.

PROPOSAL

The applicant proposes to rezone from the A-1 (Rural) Zone to the RS-10 (Single Family Dwelling) Zone in order to subdivide to create four additional lots resulting in a total of five lots for single family dwelling use. The remaining 51% (5696.7 m²) of the site would be dedicated to Saanich to allow for the expansion of Doumac Ravine Park. The existing dwelling and accessory buildings and structures would be deconstructed.

PLANNING POLICY

Official Community Plan (2008)

- 4.2.1.1 “Support and implement the eight strategic initiatives of the Regional Growth Strategy, namely: Keep urban settlement compact; Protect the integrity of rural communities; Protect regional green and blue space; Manage natural resources and the environment sustainably; Build complete communities; Improve housing affordability; Increase transportation choice; and Strengthen the regional economy.”
- 4.2.1.2 “Maintain the Urban Containment Boundary as the principal tool for growth management in Saanich, and encourage all new development to locate within the Urban Containment Boundary.”
- 4.2.4.3 “Support the following building types and land uses in Neighbourhoods:
- single family dwellings;
 - duplexes, tri-plexes, and four-plexes;
 - townhouses;
 - low-rise residential (up to 4 storeys); and
 - mixed-use (commercial/residential) (up to 4 storeys).”
- 4.2.1.14 “Encourage the use of ‘green technologies’ in the design of all new buildings.”

Cordova Bay Local Area Plan (1998)

The Cordova Bay Local Area Plan, Map 7.1 designates the site “Residential II”. The following policies are relevant:

- 5.1 “Encourage protection of indigenous vegetation, wildlife habitats, urban forest landscapes, and sensitive marine environments within Cordova Bay when considering applications for change in land use.”;

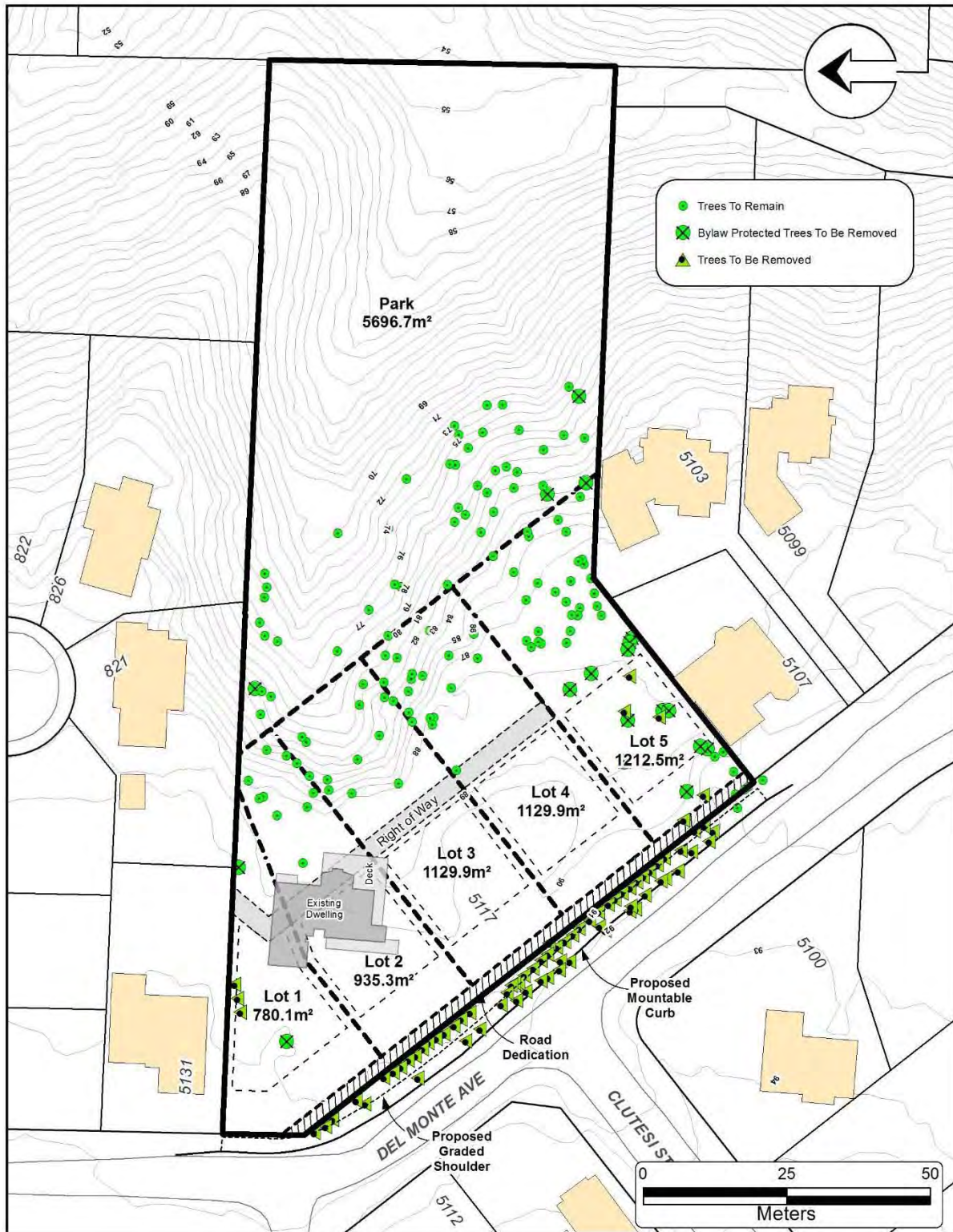


Figure 1: Proposed Subdivision

- 7.3 “Allow a minimum lot area of 665 m² for a conventional lot, and 930 m² * for a panhandle lot within the area designated ‘Residential II’ on Map 7.1 provided that the average lot area within the land being subdivided is not less than 930 m² and that no lot is created which has an area in excess of 1500 m². Where a parcel is greater than 1860 m² and where road dedication would reduce the net area to less than 1860 m², the parcel area prior to dedication may be used for lot averaging purposes.”; (*excludes panhandle area)
- 10.4 “Complete the trail to Doumac Park from Del Monte Avenue and Cambria Wood Court by acquiring parkland and/or public rights-of-way or voluntary park dedication at the time of subdivision.”
- 11.5 “Acquire rights-of-way for footpaths, sidewalks, bikeways and greenways, particularly at the time of subdivision, and require construction by the developer where applicable, to ensure convenient access to schools, bus stops, shopping, parks and to provide circular pedestrian recreational routes as indicated on Map 11.2.”

DISCUSSION

Neighbourhood Context

The 11,115 m², A-1 (Rural) zoned parcel is located in the Cordova Bay neighbourhood, within the Urban Containment Boundary on the east side of Del Monte Avenue. The site is one of the few remaining parcels in the neighbourhood with subdivision potential. The property is bounded on three sides by a mixture of RS-10 and RS-12 zoned single family dwelling lots. Doumac Ravine Park borders the site on the east side.

The site drops in elevation approximately 36 m from west (Del Monte Avenue) to east (Doumac Ravine Park). The west portion of the site is gently sloping while the easterly portion contains steep to moderate slopes associated with the north-south ravine. Revans Creek and an adjoining unimproved footpath follow the bottom of the ravine, crossing the southeast corner of the site.

Land Use

The five proposed lots range in area from 796 m² to 1212 m², while the average lot area is 1037 m². Lots of this size would comply with the minimum, average and maximum lot sizes specified in Cordova Bay Local Area Plan policy 7.3, as this property is within the area designated “Residential II” on Map 7.1 of the Local Area Plan. Proposed lot configurations comply with the RS-10 zone requirements and the relevant Subdivision Bylaw regulations. No variances are requested. The proposal is consistent with the Official Community Plan which contemplates limited infill in neighbourhoods inside the Urban Containment Boundary.

The proposed lots are generally consistent with other lots in the immediate neighbourhood. Ten lots adjacent to this subdivision range in area from 781 m² to 2122 m², with an average lot area of 1298 m². In the adjacent Piedmont Gardens subdivision to the north, lots range in area from 925 m² to 1497 m², with an average lot area of 1141 m².

Site and Building Design

The Official Community Plan notes the importance of neighbourhood character and the role building style, exterior finish, massing, and height have on the effective integration of new housing stock.

The applicant has provided a conceptual streetscape elevation view along Del Monte Avenue as well as front elevation sketches for each of the dwellings. The plans are provided for illustrative purposes to give an understanding of how the massing of new houses would fit into the existing neighbourhood.

The proposed RS-10 zone regulations would allow for new dwellings ranging in size from 318 m² to 348 m² non-basement gross floor area. The applicant has indicated a willingness to limit dwelling size to the Gross Floor Area (R) under RS-8 zoning regulations (291 m² non-basement gross floor area).

Homes of this size and design would be in keeping with other new homes in the neighbourhood. A covenant to restrict house size to the Gross Floor Area (R) allowable under the RS-8 zone and to require that house design and massing generally conforms to the plans presented (see Figure 3) should be registered prior to Final Reading of the Zoning Amendment Bylaw.



Figure 3: Conceptual Streetscape and House Elevations (from plans by Victoria Design Group)

Environment

Tree resources on the property and municipal frontage consist of a mixture of native and non-native species including: Douglas-fir, Grand fir, Western Red Cedar, Western Hemlock, Big Leaf Maple, Red Alder, Arbutus, Dogwood, Yew, Lombardy poplar, black poplar, Leyland cypress, Austrian pine, Giant sequoia, and some ornamental species. A Tree Retention Report prepared for the site by Talbot Mackenzie & Associates indicates that a total of 15 bylaw-protected trees on the site would likely require removal: eight within the building footprints, five outside the building footprints that may be impacted by excavation, and two due to underground servicing. Six other trees on the site are recommended for removal due to structural defects that could pose a hazard for future residents. The tree bylaw requires one replacement tree to be planted for each protected tree removed. If all 15 replacement trees cannot be accommodated on the property, Parks suggests that the applicant consider a contribution to Saanich to fund the planting of the remainder of the required trees elsewhere in the Cordova Bay area.

Construction of driveways, provision of clear sight lines for vehicles exiting the driveways, service connections and road improvements required by Saanich to widen Del Monte Avenue to municipal residential road standards and to construct curb, gutter, and separated sidewalk would likely require removal of nearly all of the trees on the Del Monte Avenue boulevard (see Figure 1). Of the 67 boulevard trees likely to be removed, 4 trees are defective and warrant removal, and 40 trees are Leyland cypress which often cause infrastructure damage. Of the other 23 trees that are likely to be removed, most are Western Red cedars and Big Leaf Maples. Most of the trees are in fair to poor condition.

Saanich boulevard tree policy requires payment of an \$1186.75 replacement fee for every tree removed from the boulevard. On other development sites, only half of the fee was charged to remove Leyland cypress because they are known to cause infrastructure problems. On this basis, the total boulevard tree replacement fee would be \$51,030. Schedule I of the Subdivision Bylaw requires one tree to be planted on the boulevard for each lot except where there are existing trees on the boulevard or in the front yard that would be retained. In this case, proposed Lot 5 shows a retained tree in the front yard. Four Schedule I trees would be required and would be paid for with funds from the boulevard tree replacement fee.



Figure 4: Del Monte Avenue Streetscape (looking south - subject property is on the left)

Road and pedestrian safety on Del Monte Avenue has long been a concern for local residents. While the majority of boulevard tree removals would likely result from driveway construction and provision of adequate sight distance, sidewalk construction would be a contributing factor. Engineering staff have advised that it may be possible at the detailed design stage to meander the sidewalk to retain some healthy trees. Saanich Parks supports the boulevard tree removals but notes that removal of these trees would significantly change neighbourhood perception of the property. Removal of the Leyland cypress trees, in particular, and planting of suitable replacement trees on Del Monte Avenue and elsewhere in Cordova Bay would be an appropriate trade-off to improve road and pedestrian safety on Del Monte Avenue. To mitigate the visual impact of the boulevard tree loss and to provide screening for the new houses, Parks recommends consideration of a covenant that would require the planting of two replacement trees in each front yard.

Although the removal of the boulevard trees would result in a more complete street in terms of sidewalk and boulevard improvements, the tree loss would reduce the urban forest canopy and would significantly change the character of the streetscape. Should Council wish to preserve some of the existing trees, options include exploring combined driveways for some of the lots, although this may only provide minimal tree protection, not undertaking road improvements in terms of a new sidewalk and road widening, or the overall number of lots could be reduced to lessen the number of driveways.

In addition to onsite and boulevard trees to be removed, the Consulting Arborist has noted that new sewer and drain services to the site would be extended from existing services located on the adjacent properties at 5131 Del Monte Avenue and 821 Piedmont Gardens. Two new manholes would be required that would encroach into the critical root zone of a 124 cm dbh Douglas-fir on the property at 821 Piedmont Gardens. It is anticipated that the excavation for the manholes would impact the tree making retention unlikely.

Revan's Creek which crosses the south-east corner of the property is within the Streamside Development Permit Area. The Streamside Protection and Enhancement Area (SPEA) is within the area of the site proposed to be dedicated to Saanich for park. The proposed development would not encroach into the SPEA and no tree removals or disturbance of other vegetation is proposed within the SPEA.

Historical, activity on the site included the operation of a shake mill from approximately 1949 to 1969. As a result, McElhanney Consulting Services Ltd. was retained to conduct a Phase I Environmental Site Assessment. No remnants of the shake mill were found on the site. The review indicated that the likelihood of environmental contamination as a result of historical and current activities on the site or adjacent properties is low and further investigation is not warranted. The applicant has stated that construction on the property would not require soil removal. Pursuant to the *Environmental Management Act*, referral of a Schedule 1 - Site Profile to the Ministry of Environment is not required.

The applicant has stated that the existing dwelling on the site would be deconstructed unless it becomes undoable because of the poor state of the structure. This is understood to be a process where all salvageable parts of the building would be sold, recycled, re-used or donated, and all remaining waste would be taken to a waste recycling site, thus diverting it from the landfill.

Geotechnical Considerations

A Geotechnical Assessment of the proposed subdivision was undertaken by Ryzuk Geotechnical. The assessment noted that suitable building sites within proposed Lots 1 to 5 are located on the gentle slope east of Del Monte Avenue. Proposed Lot 1 has no visible geotechnical hazard however care would be required in the control of erosion during construction. Lots 2 through 5 are geotechnically similar. It is envisioned that typical residential construction techniques would be used for the buildings within these lots and no buildings would extend within 5 m of the current slope crest (Structural Setback Line). The area to the east of the slope crest is relatively steep with slopes at roughly 2H:1V (Horizontal:Vertical) and locally steeper sections near the crest of the slope. The report makes recommendations regarding the type and depth of fill material that may be placed between the slope crest and the noted 5 m setback. Disposal of stormwater onsite is not recommended. Suitable covenants to require that the site must be developed in accordance with the recommendations of the Geotechnical Report can be addressed through the subdivision process.

Servicing

All of the proposed lots would be provided with water service from the existing main on Del Monte Avenue. Sewer and storm drain would be extended across the back of Lots 1 to 5 from the existing systems located in the southwest corner of 821 Piedmont Gardens.

Stormwater management must be provided in accordance with the requirements of Schedule H "Engineering Specifications" of the Subdivision Bylaw. This subdivision is within a Type II watershed area which requires stormwater storage, oil/grit separator or grass swale and sediment basin. The applicant has advised that stormwater detention and regulation of flows would be provided through individual onsite detention tanks that would capture the drainage from impervious surfaces and slowly release it into the municipal system.

Property dedication is required along the entire frontage of the subdivision on Del Monte Avenue towards a 20 m wide road allowance. Del Monte Avenue, fronting the subdivision, must be improved to municipal residential road standards complete with concrete curb, gutter, and 1.8 m separated sidewalk.

CLIMATE CHANGE AND SUSTAINABILITY

Policy Context

The Official Community Plan (OCP) adopted in 2008 highlights the importance of climate change and sustainability. The OCP is broadly broken down into the pillars of sustainability including environmental integrity, social well-being and economic vibrancy. Climate change is addressed under the environmental integrity section of the OCP and through Saanich's Climate Action Plan.

Climate change is generally addressed through mitigation strategies and adaptation strategies. Climate change mitigation strategies involve actions designed to reduce the emissions of greenhouse gasses, primarily carbon dioxide from combustion, while climate change adaptation involves making adjustments and preparing for observed or expected climate change, to moderate harm and to take advantage of new opportunities.

The following is a summary of the Climate Change and Sustainability features and issues related to the proposed development. It is important to note that this summary is not, and cannot be, an exhaustive list of issues nor a detailed discussion on this complex subject matter. This section is simply meant to ensure this important issue is a key part of the deliberations on

the subject application.

Climate Change

This section includes the specific features of a proposal related to mitigation and adaptation strategies. Considerations include: 1) Project location and site resilience; 2) Energy and the built environment; 3) Sustainable transportation; 4) Food security; and 5) Waste diversion.

The proposed development includes the following considerations related to mitigation and adaptation:

- The proposal is an infill project located within the Urban Containment Boundary and Sewer Service Area, that is able to use existing roads and infrastructure to service the development;
- Limited infill through the development of new single family housing inside the Urban Containment Boundary provides a much-desired housing form within Saanich that people would otherwise have to commute further distances for elsewhere in the region. The number of lots so created are limited in number, acknowledge longstanding policies of the Official Community Plan and Local Area Plan, and will not result in significant long-term negative impacts, as long as the majority of future growth is focussed in “Centres”, “Villages”, and along key corridors;
- The proposal is located in the Ridge area of Cordova Bay and within 750 m of the Cordova Bay “Village” where a broad range of commercial and personal services are provided, employment opportunities exist, and where the majority of future residential and commercial growth is to be focused as per the Official Community Plan. Although the site is within 750 m of Cordova Bay “Village”, its location on the ridge does have an impact on the walkability to the “Village” from this site. The location of the “Village” within the Cordova Bay neighbourhood, will however reduce the length of vehicle trips for basic services;
- The site is also within 750 m of Claremont Senior Secondary School, 280 m of Doumac Park, and 700 m of Beckton Park. As a rough measure, in general a walking distance between 400 - 800 m is considered optimal in encouraging the average person to walk to a service or access public transit, instead of driving to their destination. Obviously, health, weather, comfort/ease of use related to alternative transportation, and purpose of the trip all play a role in a person choosing a particular travel mode;
- Sidewalk and cycling infrastructure are typical for a low density neighbourhood in Saanich. Improvements still need to be made to further support and encourage walking and cycling locally and in the Region;
- Proximity to public transit is limited - a transit stop for Bus #35 is approximately 350 m away on Del Monte Avenue, with an average frequency of 36 minutes during weekdays;
- Maintaining the existing tree cover as much as possible would protect the Urban Forest and preserve the carbon sink, as well as the buffering capacity of the natural environment. A total of 15 bylaw protected trees onsite would need to be removed. In addition, six non-bylaw protected trees are recommended for removal due to structural defects. Within the Del Monte Avenue boulevard a total of 67 trees would be removed. Most of these are Leyland cypress which can cause infrastructure damage. While replanting would occur within the community, the loss of a significant number of trees would greatly impact the character of this well-established neighbourhood, and impact the valuable tree canopy.
- The applicant has committed to sustainable building practices and the development would be constructed to a minimum BUILT GREEN® Gold, EnerGuide 82, or equivalent energy efficient standard, which will be secured by covenant;
- The applicant has indicated that the proposed development would include the necessary conduit and piping to be considered “solar-ready” for the future installation of solar

- photovoltaic or hot water heating systems, which would be secured by covenant;
- The proposed development would include zoned and high-efficiency heating systems;
- The proposed development includes sufficient area for backyard gardening, although the tree cover may shade portions of these areas. Long term plans call for a community garden in each Local Planning Area. An Agriculture and Food Security Task Force will be considering ways to improve food security in the community; and
- The applicant has stated that the existing structure would be deconstructed unless it becomes undoable because of the poor state of the structure. This is understood to be a process where all salvageable parts of the building would be sold, recycled, re-used or donated, and all remaining waste would be taken to a waste recycling site, thus diverting it from the landfill.

Sustainability

Environmental Integrity

This section includes the specific features of a proposal and how it impacts the natural environment. Considerations include: 1) Land disturbance; 2) Nature conservation; and 3) Protecting water resources. The proposed development includes considerations related to the natural environment, such as:

- The proposal is a compact, infill development in an already urbanized area without putting pressures onto rural areas;
- The proposal includes dedication of 51% of the property to Saanich for park;
- Interlocking pavers would be used for the driveway patio and walkway areas to minimize the amount of impervious area on the site; and
- The proposal involves stormwater management in the form of individual onsite detention tanks that would capture the drainage from impervious surfaces and slowly release it into the municipal system.

Social Well-being

This section includes the specific features of a proposal and how it impacts the social well-being of our community. Considerations include: 1) Housing diversity; 2) Human-scale pedestrian oriented developments; and 3) Community features. The proposed development includes the following considerations related to social well-being, such as:

- The applicant has indicated a willingness to limit dwelling size to the Gross Floor Area (R) under RS-8 zoning regulations (291 m² non-basement gross floor area);
- Secondary Suites are permitted in this development. This housing option provides for alternative forms of rental accommodation and supportive housing for immediate family members. Suites also work to make a home purchase by young couples/families, and home retention by aging seniors, relatively more affordable;
- A range of outdoor, community, and recreation opportunities are available within reasonable walking/cycling distance. Nearby parks include Beckton, Doumac, and Elk/Beaver Lake, and the Lochside Regional Trail is a short distance away; and
- Community contributions by the developer are encouraged to help mitigate the community impacts of new development. In this case, the applicant proposes to dedicate 5696.7 m² of land to Saanich to add to Doumac Park.

Economic Vibrancy

This section includes the specific features of a proposal and how it impacts the economic vibrancy of our community. Considerations include: 1) Employment; 2) Building local economy; and 3) Long-term resiliency. The proposed development includes features related to economic vibrancy, such as:

- The development would create local short-term jobs during the construction period;
- Home based businesses would be permissible in this development; and
- The development would site additional residential units within the commercial catchment/employment area for the businesses and services located within the Cordova Bay "Village". The site is also within four kilometres of the Vancouver Island Tech Park and Camosun College Interurban Campus.

COMMUNITY CONSULTATION

The applicant has advised that meetings to discuss the proposal were held with the Cordova Bay Association for Community Affairs (CBACA) and with immediate neighbours. In addition, a Public Open House was held and attended by 13 residents. Invitations to the open house were hand delivered to 56 dwellings within 100 m of the site. A subdivision referral requesting comment about the proposal was sent by the Planning Department to CBACA. A response indicating no objections to the proposal was received, October 9, 2015.

The application was also referred to the Ministry of Transportation and Infrastructure because the site is located within 800 m of an intersection with a Controlled Access Highway. The Ministry has indicated no objections to the proposed rezoning and requires no additional requirements for approval.

SUMMARY

The proposal to rezone from the A-1 (Rural) Zone to the RS-10 (Single Family Dwelling) Zone in order to subdivide to create four additional lots for a total of five lots for single family dwelling use. The applicant is also proposing to dedicate 5696.7 m² of land to Saanich for park. The proposal would comply with the minimum, average and maximum lot sizes specified in Cordova Bay Local Area Plan policy 7.3, and the relevant Zoning Bylaw and Subdivision Bylaw regulations. No variances are requested. The proposal is consistent with the Official Community Plan which contemplates limited infill in neighbourhoods inside the Urban Containment Boundary.

The proposed RS-10 zone regulations would allow for new dwellings ranging in size from 318 m² to 348 m² non-basement gross floor area. The applicant has indicated a willingness to limit dwelling size to the Gross Floor Area (R) under RS-8 zoning regulations (291 m² non-basement gross floor area). Homes of this size and design would be in keeping with other new homes in the neighbourhood.

Tree resources on the property and municipal frontage consist of a mixture of native and non-native species. Fifteen bylaw-protected trees on the site would likely require removal as well as one Douglas-fir tree on the adjacent property. Six other trees on the site are recommended for removal due to structural defects that could pose a hazard for future residents. In addition, driveway construction, provision of adequate sight lines for vehicles exiting the driveways, site servicing and road improvements required by Saanich would likely require removal of nearly all

of the trees on the Del Monte Avenue boulevard. Of the 67 boulevard trees likely to be removed, 40 trees are Leyland cypress which often cause infrastructure damage. The majority of the boulevard trees are in fair to poor condition.

A total of 15 replacement trees would be required for loss of trees on the site. In addition, tree replacement fees totalling \$51,030 would be required for the loss of boulevard trees. Four Schedule I trees would be required to be planted on the boulevard and would be paid for with funds from the boulevard tree replacement fees.

Road and pedestrian safety on Del Monte Avenue has long been a concern for local residents. While the majority of boulevard tree removals would likely result from driveway construction and provision of adequate site distance, sidewalk construction and other road improvements would be a contributing factor. Engineering staff have advised that it may be possible at the detailed design stage to meander the sidewalk to retain some healthy trees.

Although the removal of the boulevard trees would result in a more complete street in terms of sidewalk and boulevard improvements, the tree loss would reduce the urban forest canopy and would significantly change the character of the streetscape. Should Council wish to preserve some of the existing trees, options include exploring combined driveways for some of the lots although this may only provide minimal tree protection, not undertaking road improvements in terms of new sidewalks and road widening, or the overall number of lots could be reduced to lessen the number of driveways.

A Geotechnical Assessment of the proposed subdivision was undertaken by Ryzuk Geotechnical Engineering. The assessment noted that suitable building sites within proposed Lots 1 - 5 are located on the gentle slope east of Del Monte Avenue.

Registration of suitable covenants to secure the following is recommended prior to Final Reading of the Zoning Amendment Bylaw:

- To bind any future owner(s) to provide 51% park dedication as proposed and to prohibit tree or vegetation removal in the proposed park area;
- To limit dwelling size to the Gross Floor Area (R) under the RS-8 zoning regulations (291 m² non-basement gross floor area);
- To require that buildings must be designed generally in accordance with the illustrative house elevations prepared by Victoria Design Group;
- To require that the dwellings on proposed Lots 1 – 5 are constructed to a minimum BUILT GREEN® Gold, EnerGuide 82, or equivalent energy efficient standard and include the necessary conduit and piping to be considered “solar-ready” for the future installation of solar photovoltaic or hot water heating systems;
- To require the planting of two replacement trees in each front yard.

Suitable covenants to require that the site must be developed in accordance with the recommendations of the Geotechnical Report can be addressed by the Approving Officer through the subdivision process.

RECOMMENDATION

1. That the application to rezone from A-1 (Rural) Zone to RS-10 (Single Family dwelling) Zone be approved;
2. That prior to Final Reading of the Zoning Amendment Bylaw, the applicant register a restrictive covenant for the following:
 - To bind any future owner(s) to provide 51% park dedication as proposed and to prohibit tree or vegetation removal in the proposed park area;
 - To limit dwelling size to the Gross Floor Area (R) under the RS-8 zoning regulations (291 m² non-basement gross floor area);
 - To require that buildings must be designed generally in accordance with the illustrative house elevations prepared by Victoria Design Group;
 - To require that the dwellings on proposed Lots 1 – 5 are constructed to a minimum BUILT GREEN® Gold, EnerGuide 82, or equivalent energy efficient standard and include the necessary conduit and piping to be considered "solar-ready" for the future installation of solar photovoltaic or hot water heating systems;
 - To require the planting of two replacement trees in each front yard.

Report prepared by: 
 Neil Findlow, Senior Planner

Report prepared and reviewed by: 
 Jarret Matanowitsch, Manager of Current Planning

Report reviewed by: 
 Sharon Hozdanski, Director of Planning

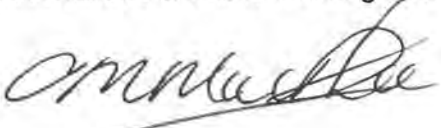
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Attachment

cc: Paul Thorkelsson, CAO
 Graham Barbour, Manager of Inspection Services

ADMINISTRATOR'S COMMENTS:

I recommend a Public Hearing be called.


 for Paul Thorkelsson, CAO

Memo

To: Subdivision Office
From: Jagtar Bains – Development Coordinator
Date: June 3, 2015
Subject: Servicing Requirements for Development

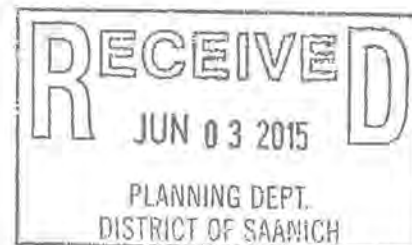
PROJECT: TO REZONE FOR THE PURPOSE OF SUBDIVISION FROM A-1 (RURAL ZONE) TO RS-10(SINGLE FAMILY DWELLING ZONE) TO
SITE ADDRESS: 5117 DEL MONTE AVE
PID: 005-285-089
LEGAL: LOT B SECTION 45/6 LAKE LAND DISTRICT PLAN 9363
DEV. SERVICING FILE: SVS01943
PROJECT NO: PRJ2015-00082

The intent of this application is to subdivide the above referenced parcel to create four additional lots for single family use. Some of the more apparent Development Servicing requirements are as listed on the following pages(s).



Jagtar Bains
DEVELOPMENT COORDINATOR

ENTERED
IN CASE



Development Servicing Requirements :

Development File: SVS01943
Civic Address: 5117 DEL MONTE AVE
Page: 1

Date: Jun 3, 2015

Drain

1. A SUITABLY DESIGNED STORM DRAIN SYSTEM MUST BE INSTALLED TO SERVICE THE PROPOSED SUBDIVISION FROM THE EXISTING SYSTEM LOCATED IN THE SOUTHWEST CORNER OF 821 PIEDMONT GARDENS. IF PVC PIPE IS USED, MINIMUM 0.75 M COVER, MUST BE PROVIDED.
2. STORM WATER MANAGEMENT MUST BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW. THIS SUBDIVISION/DEVELOPMENT IS WITHIN TYPE II WATERSHED AREA WHICH REQUIRES STORM WATER STORAGE, OIL/GRIT SEPARATOR OR GRASS SWALE AND SEDIMENT BASIN. FOR FURTHER DETAILS, REFER TO SECTION 3.5.16, STORM WATER MANAGEMENT AND EROSION CONTROL OF SCHEDULE H "ENGINEERING SPECIFICATIONS" OF SUBDIVISION BY-LAW.

Gen

1. THIS PROPOSAL IS SUBJECT TO THE PREVAILING MUNICIPAL DEVELOPMENT COST CHARGES.
2. THE EXISTING NON-COMFORMING BUILDINGS MUST BE REMOVED PRIOR TO SUBDIVISION APPROVAL.
3. MUNICIPAL RIGHT-OF-WAY WILL BE REQUIRED FOR SANITARY SEWER AND STORM DRAIN ACROSS PROPOSED LOTS 1 TO 3.
4. THIS PROPERTY IS LOCATED IN A "STEEP SLOPE AREA" UNDER BY-LAW NO. 7632, A BY-LAW TO REGULATE AND PROHIBIT THE CUTTING OF TREES. THEREFORE, A QUALIFIED GEOTECHNICAL ENGINEER MUST BE ENGAGED TO DETERMINE THAT THE PROPOSED REMOVAL OF TREES WILL NOT CREATE A DANGER FROM FLOODING, EROSION, LANDSLIP OR AVALANCHE. ALSO, THIS REPORT MUST DETERMINE THE SUITABILITY OF PROPOSED LOTS FOR THE INTENDED USE INCLUDING THE BUILDING FOOTPRINTS.
5. PRIVATE EASEMENT WILL BE REQUIRED FOR SEWER AND DRAIN SERVICE CONNECTIONS ACROSS PROPOSED LOT 4 IN FAVOR OF PROPOSED 5.

Road

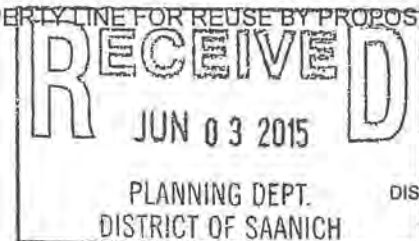
1. PROPERTY DEDICATION IS REQUIRED ALONG THE ENTIRE FRONTAGE OF THE SUBDIVISION ON DEL MONTE AVENUE TOWARDS 20.0 M WIDE ROAD ALLOWANCE. BEND IN THE ROAD ALLOWANCE FRONTING PROPOSED LOT 1 MUST BE ROUNDED OFF USING 25.0 M RADIUS.
2. DEL MONTE AVENUE, FRONTING THIS SUBDIVISION, MUST BE IMPROVED TO MUNICIPAL RESIDENTIAL STANDARDS COMPLETE WITH CONCRETE CURB, GUTTER AND 1.8 M WIDE SEPARATED SIDEWALK. SEE ATTACHED CONCEPTUAL PLAN.

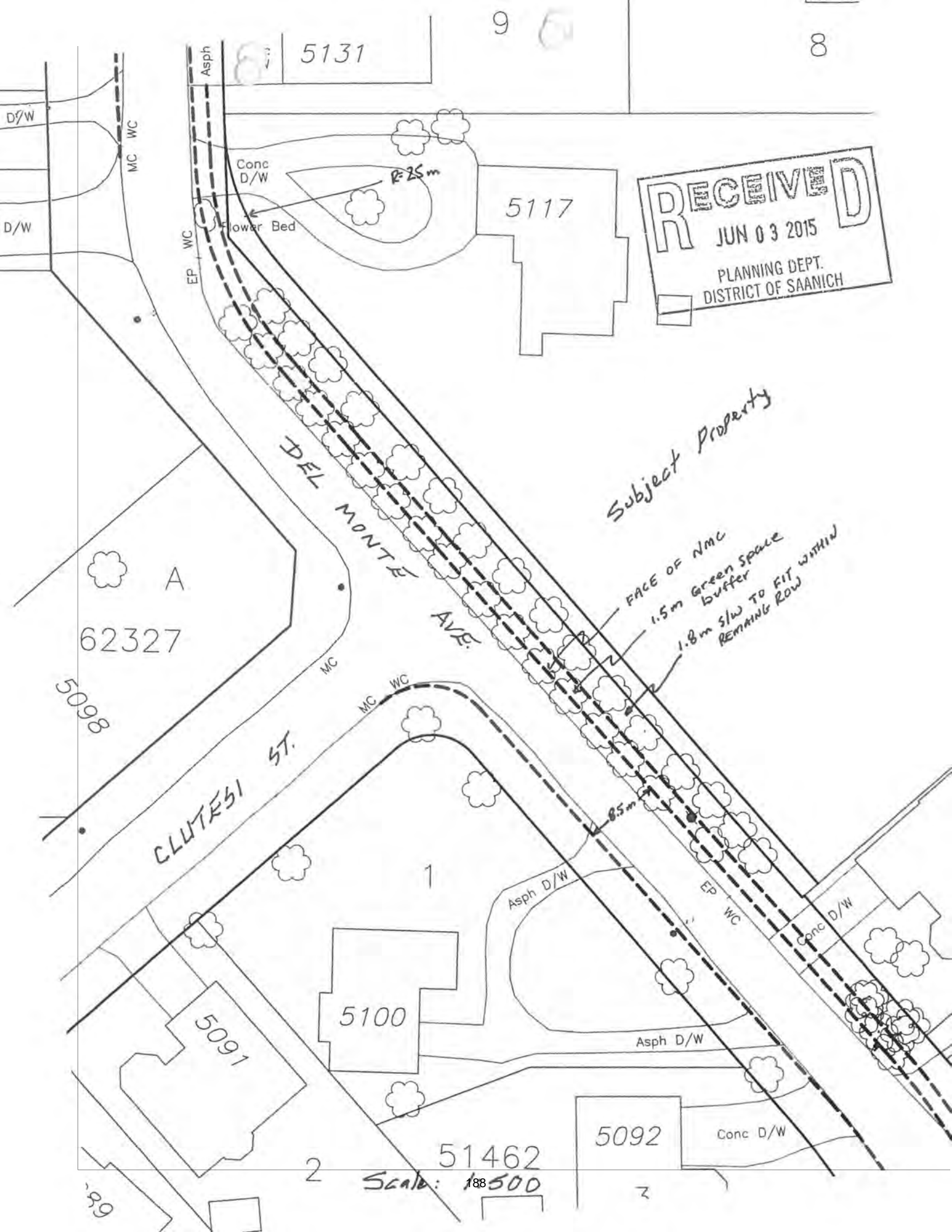
Sewer

1. A SUITABLY DESIGNED SANITARY SEWER SYSTEM MUST BE INSTALLED TO SERVICE THE PROPOSED SUBDIVISION FROM THE EXISTING SYSTEM LOCATED IN THE SOUTHWEST CORNER OF 821 PIEDMONT GARDENS. IF PVC PIPE IS USED, MINIMUM 0.75 M COVER, MUST BE PROVIDED.

Water

1. PROVISIONAL WATER CONNECTIONS WILL BE REQUIRED FOR PROPOSED LOTS LOTS 2 TO 5.
1. THE EXISTING 19 MM WATER METER IS TO BE RELOCATED TO NEW PROPERTY LINE FOR REUSE BY PROPOSED LOT 1.



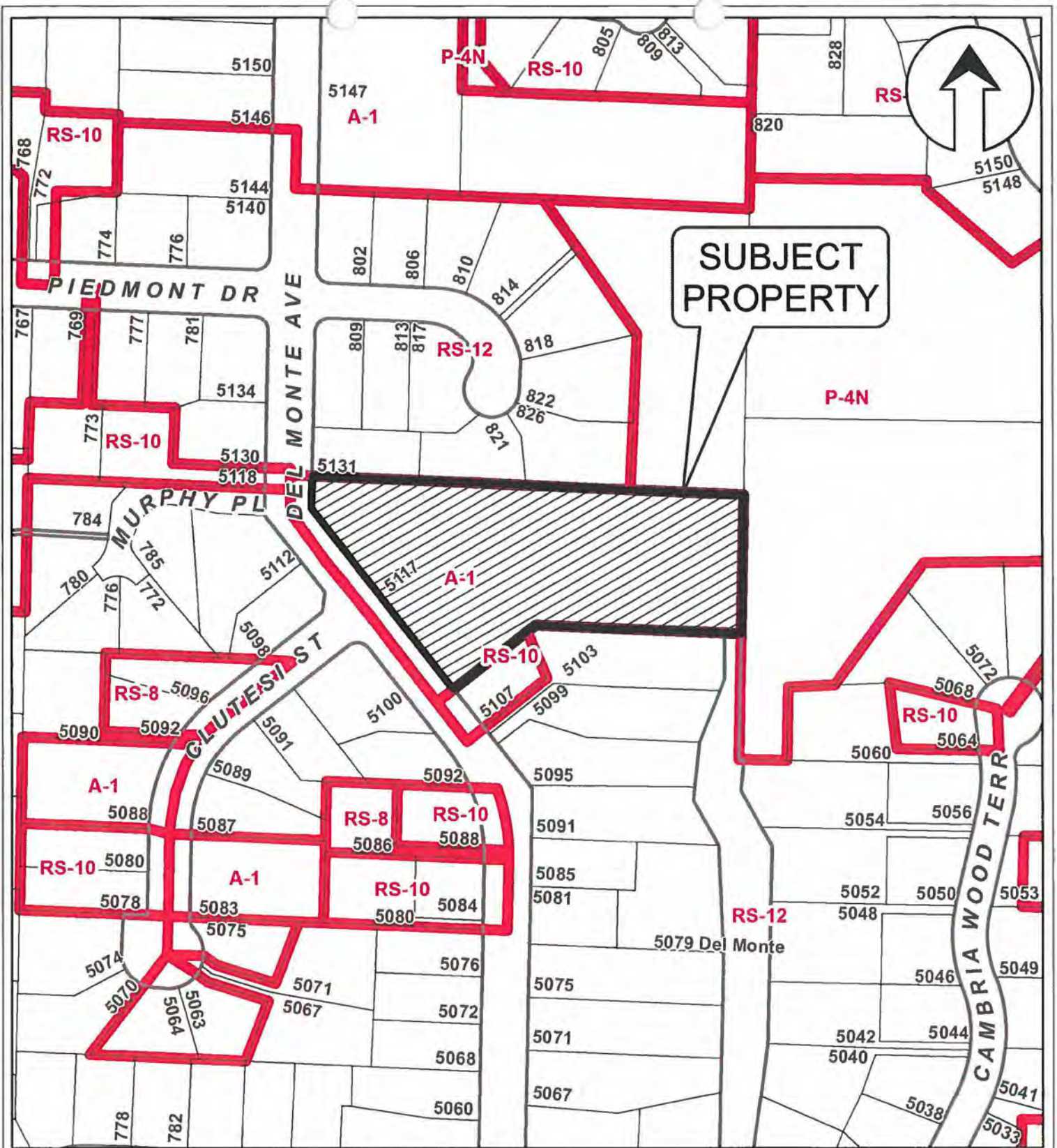


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 JUN 03 2015
 PLANNING DEPT.
 DISTRICT OF SAANICH

Subject Property

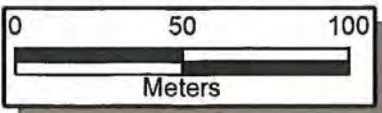
FACE OF NMC
 1.5m Green Space Buffer
 1.8m Slw TO FIT WITHIN REMAINING ROW

Scale: 1:500
 188



**SUBJECT
PROPERTY**

District of Saanich
Planning Dept.
 Feb 24, 2015





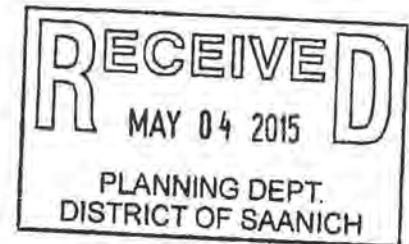
Talbot Mackenzie & Associates

Consulting Arborists

ENTERED
IN CASE

April 27, 2015

Mr. Geoff Morris
c/o McElhanney Consulting Services Ltd.
500-3960 Quadra Street
Victoria, B.C. V8X 4A3



Re: 5117 Del Monte Avenue

Assignment: To review the location of the proposed sanitary and drain services for the proposed five lot subdivision at 5117 Del Monte Avenue, as shown on the attached site plan. Comment on how the services may impact any trees located on the properties at 5131 Del Monte Avenue and 821 Piedmont Gardens. As part of this assignment, we have also been asked to more thoroughly assess two trees that we documented having structural concerns in our tree resource inventory.

Methodology: Using the plans attached, we reviewed the proposed and existing service locations. Tree numbers 9162 and 1590 were more thoroughly assessed, and for the purpose of detecting internal decay and testing for indications of fungal infection, resistograph readings were taken from the lower trunks of both trees.

Findings:

Proposed Servicing – The proposed servicing drawings show the new sanitary and drain services from the subject property joining existing services located in an easement that passes through the properties at 5131 Del Monte Avenue and 821 Piedmont Gardens. It is our understanding that the existing services are approximately 2.2 metres deep in this location. Where the proposed services joined the easement on the property at 821 Piedmont Gardens there are two manholes proposed that will encroach into the critical root zone of a 124 cm d.b.h. Douglas fir on the property (see attached pictures). Although the exact location of the proposed manholes were not marked on the property at the time of our site visit, by using the plans supplied we located the approximate location, and are of the opinion that the proposed excavation for the manholes will likely have a significant impact on the ability to retain the tree. Although roots were likely severed during the initial excavation, and it may be possible to locate the existing services without impacting large structural roots, given the depth of the services and the size of the holes necessary to install the proposed manholes, we anticipate the tree will likely have to be removed.

Western Red Cedar 9162 – Resistograph readings taken at the base of this tree encountered significant drops in resistance in readings taken from the north, east and south. Readings taken from the west side through a large buttress appeared to be consistent with healthy wood tissue.

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.../2

As the tree is located in a high target area where considerable damage or injury could occur should it fail, we recommend that the tree either be removed or reduced in height to address the decay in the lower trunk. Given the tree's location at the edge of a steep slope area, we anticipate that the better option would be to reduce the tree in height as the roots are likely helping to stabilize the bank. We recommend that, if retained, the tree be reduced by approximately 40-50%, and the remaining crown be pruned to clean the crown of any dead, diseased or weak limbs. We further recommend that the tree be re-examined in 7-10 years to look for changes in health or structure.

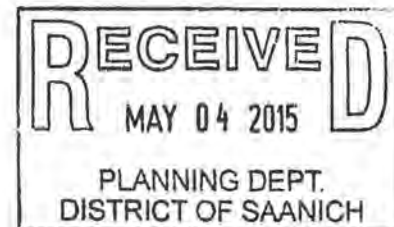
Western Red Cedar 1590 - A visual examination of this tree indicates it has likely had fill soils placed over the western portion of the critical root zone, and there indications of woodpecker activity on the main trunk. Resistograph readings taken from the lower trunk found significant drops in resistance in readings from all sides. As the tree is located in a high target area where considerable damage or injury could occur should the tree fail, we recommend that tree either be removed or reduced in height to address the decay in the lower trunk. As with the previous tree, this tree is located at the edge of a steep slope area, and we anticipate that the better option would be to reduce the tree in height as the roots are likely helping to stabilize the bank. We recommend that, if retained, the tree be reduced by approximately 40-50%, and the remaining crown be pruned to clean the crown of any dead, diseased or weak limbs. We further recommend that the tree be re-examined in 7-10 years to look for changes in health or structure.

Please do not hesitate to call us at 250-479-8733 should you have any further questions. Thank you.

Yours truly,
Talbot Mackenzie & Associates

Graham Mackenzie & Tom Talbot
ISA Certified, & Consulting Arborists

Enclosure: Picture Page



Disclosure Statement

Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve the health and structure of individual trees or group of trees, or to mitigate associated risks.

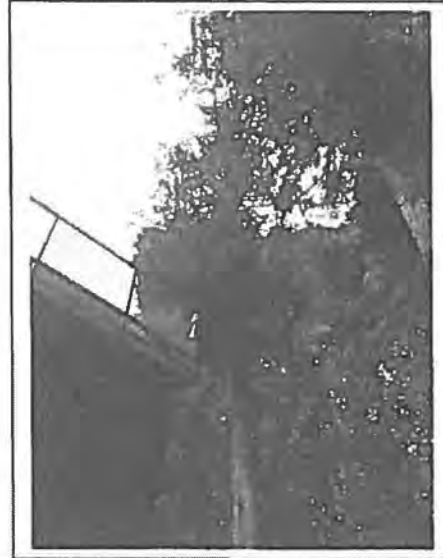
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Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

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124.0 cm d.b.h. Douglas fir at 821 Piedmont Gardens, where proposed manholes are to be installed on existing services.



Location of Western Red Cedar #9162.



Location of Western Red cedar # 1590, showing close-up of woodpecker activity.

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DISTRICT OF SAANICH



Talbot Mackenzie & Associates

Consulting Arborists

December 18, 2014

Mr. Geoff Morris
c/o McElhanney Consulting Services Ltd.
500-3960 Quadra Street
Victoria, B.C. V8X 4A3

Re: Tree Retention Report for 5117 Del Monte Avenue

Assignment: Review the plans provided and prepare a tree retention and construction damage mitigation plan for those trees deemed suitable to retain.

Methodology: Each tree located on the subject property and municipal frontage was identified using existing numeric metal tags that were attached to the lower trunk of each tree during a previous site survey. Information such as tree species, size(dbh), critical root zone(crz), protected root zone(prz), health and structural condition, relative tolerance to construction impacts and general remarks and recommendations was recorded in the attached tree resource spreadsheet.

Observations: The tree resource on the property consists of a mixture of native and non-native species including: Douglas fir, Grand fir, Western Red Cedar, Western Hemlock, Big Leaf Maple, Red Alder, Arbutus, Dogwood, Yew, Lombardy poplar, black poplar, Leyland cypress, Austrian pine, Giant sequoia and some ornamental species. The majority of the trees are located in areas, where it should be possible to retain them and a significant portion of the treed area on the property is proposed to be dedicated as park land. We anticipate that it will be difficult to retain trees in the front yards of the proposed new lots where we anticipate the impacts from construction activity will be the greatest.

Potential impacts:

Building footprint: The following bylaw-protected trees are located within proposed building footprints and will require removal:

Lot 1 - 490

Lot 2 - none

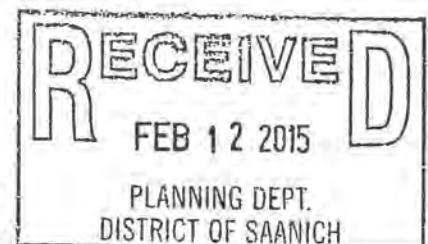
Lot 3 - none

Lot 4 - none

Lot 5 - 576, 582/584(co-dominant), 580, 578, 1657, 1656

.../2

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The following bylaw-protected trees are located outside of proposed building footprints, however they may be impacted by excavation, depending on the final building design.

Lot 1 - none

Lot 2 - none

Lot 3 - none

Lot 4 - none

Lot 5 - 593, 590, 586, 587/588(co-dominant).

Retaining Wall: The proposed retaining wall along the Southern property line will require the removal of trees #586, 587 and 588.

Road Widening, driveway footprints, water services, underground hydro: It is our understanding that during the project managers discussions with Saanich Parks, it was determined that the majority of the boulevard trees will likely be removed during road widening, shoulder grading and road improvement work. If there are trees to be retained in this area, driveway, water and hydro services should be located outside of their critical root zones wherever possible.

Servicing (storm and sanitary): According to the plans provided, the proposed underground servicing locations will impact the following bylaw-protected trees:
Lot 1 - Bylaw-protected arbutus tree #0801 may be impacted by underground servicing depending on the extent of the required excavation.

Lot 2 - none

Lot 3 - none

Lot 4 - none

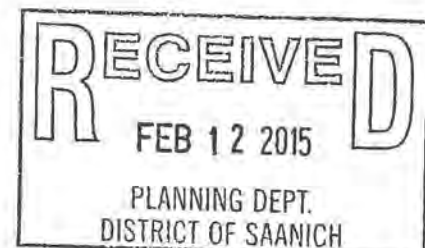
Lot 5 - Bylaw protected Big Leaf Maple #593 may be impacted by the proposed underground servicing depending on the extent of the required excavation.

Mitigation of impacts:

Barrier fencing- Protect the remaining portions of the trees critical root zone with barrier fencing. The areas, surrounding the trees to be retained, should be isolated from the construction activity by erecting protective barrier fencing. Where possible, the fencing should be erected at the perimeter of the critical root zones. The barrier fencing to be erected must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing (see attached diagram). The fencing must be erected prior to the start of any construction activity on site (i.e. demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose. Once the subdivision receives approval and building plans are provided, we can provide recommendations for barrier fencing locations.

.../3

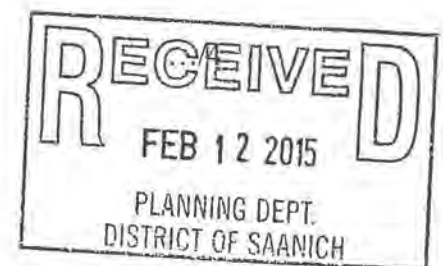
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Visual examination of trees near park property lines: As part of this assignment, we walked along the South park property line, where it borders 5103 Del Monte Avenue, and the North park property line, where it borders 821 and 826 Piedmont Gardens. Trees were visually examined for any noticeable structural defects that could potentially strike existing targets.

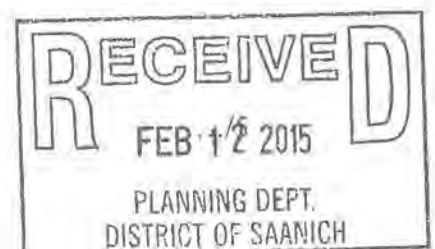
- **Trees recommended for further examination: 9162, 1590.**
- **Tree recommended for removal or modification: 1589, 1586, 1591, 1629.**
- **Demolition:** We recommend that barrier fencing be erected prior to the demolition of the existing residence or other structures on the property to isolate any trees to be retained from the demolition activity.
- **Material storage:** Areas must be designated for material storage and staging during the construction process. Ideally these areas will be located outside of the tree protection areas that will be isolated by barrier fencing. Should it be necessary to store material temporarily within any of the tree protection areas, the project arborist must be consulted.
- **Mulch layer or plywood over heavy traffic areas** – In portions of the trees critical root zones where there will be heavy foot traffic anticipated throughout the construction phase of the project, we recommend that a layer of wood chip horticultural mulch or plywood be installed to reduce compaction.
- **Pruning:** We do not anticipate significant clearance pruning requirements, given the current proposed lot layout. Once tree clearing has taken place we recommend that trees to be retained in the rear yard setbacks be pruned to remove deadwood, and to address any structural flaws.
- **Blasting and rock removal:** We anticipate that blasting may be required to level several of the rock areas on the property. If it is necessary to blast areas of bedrock near critical root zones of trees to be retained, the blasting to level these rock areas should be sensitive to the root zones located at the edge of the rock. Care must be taken to assure that the area of blasting does not extend into the critical root zones beyond the building and road footprints. The use of small low-concussion charges, and multiple small charges designed to pre-shear the rock face, will reduce fracturing, ground vibration, and reduce the impact on the surrounding environment. Only explosives of low phytotoxicity, and techniques that minimize tree damage, are to be used. Provisions must be made to store blast rock, and other construction materials and debris, away from critical tree root zones.

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- **Servicing: Excavation:** We recommend that any necessary excavation that is proposed for within the critical root zones of trees to be retained be completed under the direction of the project arborist. If it is found that the excavation cannot be completed without severing roots that are critical to the trees health or stability it may be necessary to remove additional trees.
- **Washout area** – It may be necessary to designate any area on the property for washing out cement and masonry tools and equipment. This area should be located away from the critical root zones of any trees to be retained.
- **Paved areas over critical root zones of trees to be retained:** In areas that are proposed for parking areas over the critical root zones of trees to be retained, we recommend that that floating permeable paving techniques are used. See attached specifications. (specifications may change in final report depending on the extent of proposed paving)
- **Landscaping:** Any proposed landscaping within the critical root zones of trees to be retained must be reviewed with the project arborist.
- **Arborists Role:** It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:
 - Locating the barrier fencing.
 - Reviewing the report with the project foreman or site supervisor.
 - Locating work zones and machine access corridors where required.
 - Supervising excavation for any areas within the critical root zones of trees to be retained including any proposed retaining wall footings and review any proposed fill areas near trees to be retained.
- **Review and site meeting:** Once the development receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the arborist meet with the site foreman or supervisor before any demolition, site clearing or other construction activity occurs.
- **Arborist Review:** After all of the tree clearing has been completed, we recommend that the project arborist completes a visual examination of any trees that have been newly exposed or have the potential to strike new targets.

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Please do not hesitate to call us at 250-479-8733 should you have any further questions.
Thank You.

Yours truly,
Talbot Mackenzie & Associates



Tom Talbot & Graham Mackenzie
ISA Certified, & Consulting Arborists
Encl. – Tree Resource Spreadsheet, Tree Location Survey, Barrier Fencing Diagram.

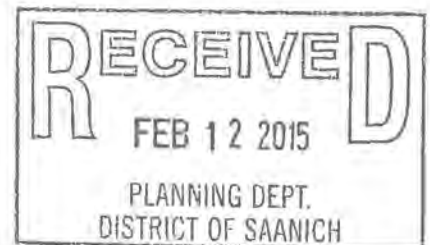
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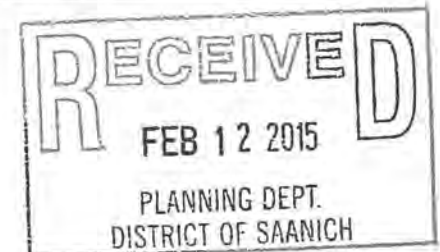
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TREE RESOURCE
for
5117 Del Monte Avenue

<i>Tree #</i>	<i>d.b.h. (cm)</i>	<i>CRZ</i>	<i>Species</i>	<i>Crown Spread(m)</i>	<i>Condition Health</i>	<i>Condition Structure</i>	<i>Relative Tolerance</i>	<i>Remarks / Recommendations</i>
416	61	6	leylandii	9.0	Fair	Fair	Good	Corrected lean
417	65	7	leylandii	9.0	Fair	Fair/poor	Good	Multiple tops, included bark in top union.
418	54	5	leylandii	10.0	Fair	Fair	Good	
419	45	5	leylandii	9.0	Fair	Fair	Good	Corrected lean.
420	11	1	Western Red cedar	5.0	Fair	Fair	Moderate	Juvenile tree, suppressed, dead top.
422	34	3	leylandii	8.0	Fair	Fair	Good	Corrected lean.
423	51	5	leylandii	9.0	Fair	Fair	Good	Corrected lean, lowest limb recently split and failed.
425	47	5	leylandii	8.0	Fair	Fair	Good	
424	36	4	lombardi poplar	7.0	Fair	Fair	Moderate	Co-dominant tops.
426	28, 32	5	leylandii	9.0	Fair	Fair	Good	Co-dominant, recent low limb failure.
427	15, 34	5	leylandii	8.0	Fair	Fair	Good	Co-dominant.
430	16, 22	3	leylandii	6.0	Fair	Fair	Good	Co-dominant, ivy covered.

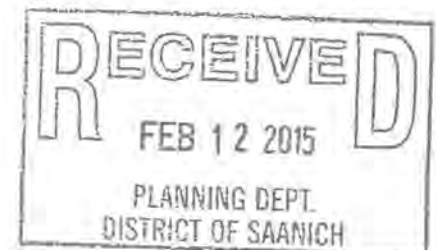
Prepared by:
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TREE RESOURCE
for
5117 Del Monte Avenue

<i>Tree #</i>	<i>d.b.h. (cm)</i>	<i>CRZ</i>	<i>Species</i>	<i>Crown Spread(m)</i>	<i>Condition Health</i>	<i>Condition Structure</i>	<i>Relative Tolerance</i>	<i>Remarks / Recommendations</i>
428	45	5	leylandii	8.0	Fair	Poor	Good	2 large broken hangers(still alive). Remove hangers.
429	42	4	leylandii	8.0	Fair	Fair	Good	Ivy covered, history of limb failure.
431	48	5	leylandii	8.0	Fair	Fair	Good	History of limb failure.
432	50	5	leylandii	9.0	Fair	Fair	Good	
434	39	4	leylandii	7.0	Fair	Fair	Good	
436	62	6	leylandii	12.0	Fair	Fair	Good	
433	13	2	Western Red cedar	4.0	Fair	Fair	Moderate	Juvenile tree, suppressed.
435	18	2	Western Red cedar	4.0	Fair	Fair	Moderate	Juvenile tree, suppressed.
437	13	2	Western Red cedar	4.0	Fair	Fair	Moderate	Juvenile tree, suppressed.
439	17, 19, 20	5	Big Leaf maple	14.0	Fair	Fair/poor	Moderate	Suppressed, trunk wounds.
438	21	3	Western Red cedar	6.0	Fair	Fair	Moderate	Young tree.
440	32	4	Big Leaf maple	8.0	Fair	Fair	Moderate	Ivy covered.

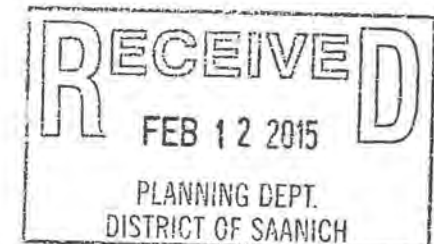
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TREE RESOURCE
for
5117 Del Monte Avenue

Tree #	d.b.h. (cm)	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
441	24	3	Big Leaf maple	6.0	Fair	Fair	Moderate	Corrected lean.
442	19	2	leylandii	6.0	Fair	Fair	Good	
443	12, 18, 30	6	Big Leaf maple	12.0	Fair	Fair	Moderate	
445	19	2	leylandii	4.0	Fair	Fair	Good	
444	13	2	Western Red cedar	4.0	Fair	Fair	Moderate	Juvenile tree, suppressed.
446	54	5	leylandii	9.0	Fair	Fair	Good	Broken hanging limb. Remove hanger.
449	41	4	leylandii	8.0	Fair	Fair	Good	
447	14, 14	2	leylandii	8.0	Fair	Fair/poor	Good	Dead stem, included bark, suppressed, co-dominant.
448	11	1	Big Leaf maple	4.0	N/A	N/A	Moderate	Dead snag. Remove.
450	47	5	leylandii	10.0	Fair	Fair	Good	Corrected lean.
453	13	1	leylandii	4.0	Fair	Fair	Good	Suppressed.
451	12, 12, 24	5	Big Leaf maple	12.0	Fair	Fair	Moderate	Suppressed, recent large stem removal.

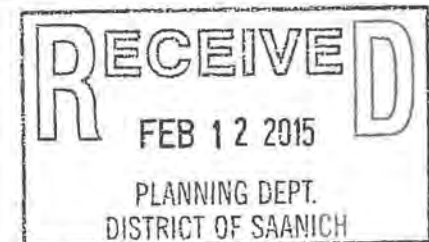
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TREE RESOURCE
for
5117 Del Monte Avenue

Tree #	d.b.h. (cm)	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
452	37	4	leylandii	4.0	Fair	Fair	Good	
454	18, 35, 50, 70	16	Western Red cedar	26.0	Fair	Fair	Moderate	Narrow stem unions.
455	19	2	Western Red cedar	4.0	Fair	Fair/poor	Moderate	Suppressed.
456	31	3	leylandii	8.0	Fair	Fair	Good	
457	31	3	leylandii	8.0	Fair	Fair	Good	
460	12	1	arbutus	4.0	Poor	Poor	Good	Topped, almost dead.
458	17, 36	5	leylandii	9.0	Fair	Fair	Good	
459	42	4	leylandii	8.0	Fair	Fair	Good	
461	46	5	leylandii	8.0	Fair	Fair	Good	
462	15	2	leylandii	4.0	Fair	Fair/poor	Good	Suppressed.
463	25	3	leylandii	5.0	Fair	Fair	Good	
464	35	4	leylandii	7.0	Fair	Fair	Good	

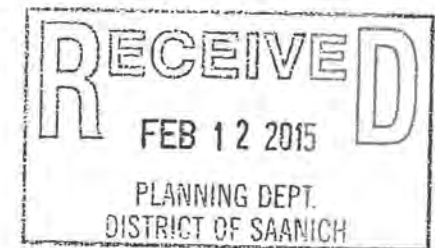
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Tree #	d.b.h. (cm)	CRZ	Species	Crown Spread(m)	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
465	27	3	leylandii	6.0	Fair	Fair	Good	
466	37	4	leylandii	8.0	Fair	Fair	Good	
467	33	3	leylandii	8.0	Fair	Fair	Good	
468	27	3	leylandii	4.0	Fair	Fair	Good	
469	12, 14	2	leylandii	6.0	Fair	Fair/poor	Good	Co-dominant, narrow stem unions. Prune to subordinate smaller stem.
470	21	2	leylandii	4.0	Fair	Fair	Good	
471	20	2	leylandii	4.0	Fair	Fair	Good	
472	34	3	leylandii	8.0	Fair	Fair	Good	Corrected lean.
474	46	7	Black Cottonwood	10.0	Fair	Fair	Poor	Tri-dominant, deadwood, same tree as 475.
475	43, 59	13	Black Cottonwood	16.0	Fair	Fair	Poor	Tri-dominant, deadwood, same tree as 474.
473	17	2	Western Red cedar	4.0	Fair	Fair	Moderate	Suppressed.
476	17	3	Douglas-fir	4.0	Fair	Fair/poor	Poor	History of top failure, suppressed.

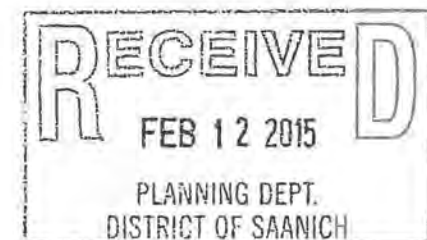
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477	16	2	Western Red cedar	4.0	Fair	Fair	Moderate	Suppressed.
478	11	1	Western Red cedar	4.0	Fair	Fair	Moderate	Suppressed.
479	46	7	Black Cottonwood	8.0	Fair	Fair	Poor	Recent large limb removal.
480	65	10	Douglas-fir	12.0	Fair	Fair/poor	Poor	Corrected lean, phototropic growth response, deflected top. <i>Phaeolus Schweinitzii</i> fruiting body at base. Resistograph testing recommended if retained.
481	26	4	arbutus	4.0	Fair	Fair	Poor	No tag. Suppressed.
482	75	11	Grand fir	14.0	Fair	Fair	Poor	
484	78	12	Grand fir	16.0	Fair	Fair	Poor	
485	16	2	Western Red cedar	4.0	Fair	Fair	Moderate	Prostrate form.
483	12, 14	2	Pacific dogwood	7.0	Fair/poor	Fair/poor	Good	12cm dead stem. Remove dead stem.
no tag 1	9	1	arbutus	6.0	Fair	Fair	Poor	Prostrate form.
487	8, 16	2	Pacific dogwood	5.0	Fair	Fair	Good	Conflicting with 489.

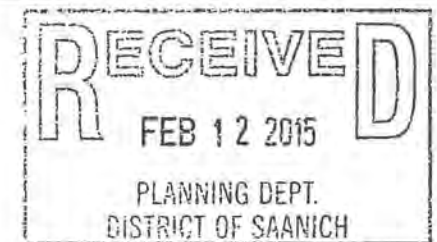
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488	13, 19	3	Pacific dogwood	6.0	Fair	Fair	Good	Conflicting with 490.
489	48	6	Western Red cedar	12.0	Fair	Fair	Moderate	
no tag 2	68	10	Grand fir	10.0	Fair	Fair	Poor	Located on neighbouring property at 5107 Del Monte Avenue. May be impacted by new exposure.
no tag 3	11	1	Pacific dogwood	4.0	Fair/poor	Fair	Good	Suppressed, low live crown ratio.
579	20	3	Douglas-fir	8.0	Fair	Fair	Poor	Suppressed.
578	41	5	Western Red cedar	8.0	Fair	Fair	Moderate	
575	45	5	Western Red cedar	8.0	Fair	Fair	Moderate	Sparse foliage. Some recent exposure from removal of adjacent trees.
1654	16	2	Western Red cedar	6.0	Fair	Fair	Moderate	Young tree.
1655	32	5	Douglas-fir	10.0	Fair	Fair	Poor	Backfilled, deflected top.
1653	50	6	Big Leaf maple	12.0	Fair	Fair/poor	Moderate	Backfilled, history of large stem failure-asymmetric form as a result. Maintain as small tree if retained.
1656	46	6	Big Leaf maple	12.0	Fair	Fair	Moderate	Backfilled.
1657	41	5	Big Leaf maple	10.0	Fair	Fair	Moderate	Backfilled.

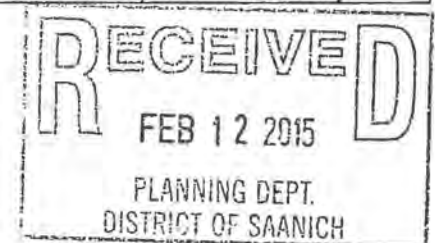
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576	84	10	Western Red cedar	9.0	Fair	Poor	Moderate	History of large scaffold limb failure, multiple tops.
577	75	9	Western Red cedar	14.0	Fair	Fair	Moderate	Corrected lean.
580	68	8	Western Red cedar	12.0	Fair	Fair	Moderate	
581	28	3	Western Red cedar	10.0	Fair	Fair	Moderate	Corrected lean.
582	37	4	Big Leaf maple	12.0	Fair	Fair	Moderate	Co-dominant stem of 584.
584	42	5	Big Leaf maple	12.0	Fair	Fair	Moderate	Co-dominat stem of 582.
583	15, 17	2	Big Leaf maple	6.0	Fair	Fair	Moderate	Suppressed.
585	21	3	Big Leaf maple	8.0	Fair	Fair	Moderate	Small deadwood.
586	30	4	Big Leaf maple	12.0	Fair	Fair	Moderate	Stem from 587 rubbing trunk.
587	30	4	Big Leaf maple	10.0	Fair	Fair	Moderate	Co-dominant with 588.
588	6, 13, 26	5	Big Leaf maple	10.0	Fair	Fair	Moderate	Co-dominant with 587.
0802	17	2	Big Leaf maple	5.0	Fair	Poor	Moderate	589 on plan. Co-dominant top failed historically.

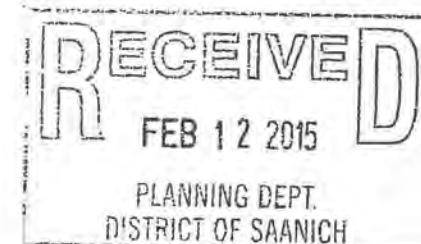
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0803	35	4	Big Leaf maple	10.0	Fair	Fair	Moderate	Not on plan. Corrected lean.
590	33	5	Pacific yew	14.0	Fair	Fair	Poor	Leaning, may have uprooted historically, ivy covered.
593	67	8	Big Leaf maple	14.0	Fair	Poor	Moderate	Growing from decayed stump.
1473	16, 23	4	Western Red cedar	8.0	Poor	Poor	Moderate	Dead top, surface rooted.
1465	32	4	Big Leaf maple	8.0	Fair	Fair	Moderate	Ivy covered, large deadwood.
1468	50	6	Big Leaf maple	14.0	Fair	Fair	Moderate	Surface rooted.
1469	15	2	Western Red cedar	7.0	Fair	Fair	Moderate	Large deadwood.
1470	36	4	Western Red cedar	8.0	Fair	Fair	Moderate	Corrected lean.
1471	12	1	Pacific dogwood	4.0	Fair	Fair	Good	Dead snag.
1472	20	2	Big Leaf maple	6.0	Fair	Fair	Moderate	Corrected lean, asymmetric form.
9160	88	9	Western Red cedar	12.0	Fair	Fair	Moderate	Corrected lean.
9159	64, 81	15	Big Leaf maple	18.0	Fair	Fair	Moderate	Surface rooted on embankment, large deadwood. Deadwood prune, crown clean, end-weight reduction prune prior to introduction of new targets.

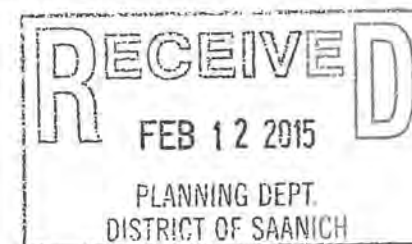
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9158	99	10	Western Red cedar	12.0	Fair	Fair	Moderate	Decay column up trunk.
1450	21	2	Big Leaf maple	8.0	Fair	Fair	Moderate	Growing on edge of embankment.
1462	27	4	alder	10.0	Fair	Fair	Poor	Small deadwood.
1463	28	4	alder	10.0	Fair	Fair	Poor	Small deadwood.
1464	29	3	Big Leaf maple	8.0	Fair	Fair	Moderate	One-sided form, large deadwood.
1489	48	7	arbutus	12.0	Fair	Fair	Poor	Trunk cavity, leaning away from proposal.
1478	45	5	Western Red cedar		Fair	Fair	Moderate	
1477	42	5	Big Leaf maple		Fair	Fair	Moderate	Corrected lean, large deadwood, low live crown ratio.
1467	19	2	Western Red cedar		Fair	Fair	Moderate	Young tree.
1466	21	3	Western Red cedar		Poor	Poor	Moderate	Dead top.
1480	15	2	Big Leaf maple		Fair	Fair	Moderate	Stunted, corrected lean.
1474	44	5	Big Leaf maple		Fair	Fair	Moderate	Deadwood, <i>Kretzschmaria deusta</i> at base, could strike neighbouring property if failed. Closer examination recommended if retained.

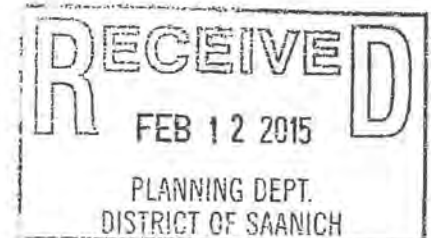
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1475	56	7	Big Leaf maple		Fair	Fair	Moderate	Deadwood, <i>Kretzschmaria deusta</i> at base, could strike neighbouring property if failed. Closer examination recommended if retained.
1483	56	7	Western Red cedar		Fair	Fair	Moderate	
1482	29	3	Western Red cedar		Fair	Fair	Moderate	
1481	23	3	Western Red cedar		Fair	Fair	Moderate	
1469	23	3	Western Red cedar		Fair	Fair	Moderate	
1476	31	4	Big Leaf maple		Fair	Fair	Moderate	Surface rooted, low live crown ratio, corrected lean.
1479	14	2	Western Red cedar		Poor	Fair	Moderate	Suppressed, declining health.
9161	81	10	Western Red cedar		Fair	Fair	Moderate	Edge of embankment.
1494	114	14	Western Red cedar		Fair	Poor	Moderate	Large cavity, co-dominant stem failed historically. Closer examination recommended if new targets introduced. Not suitable for retention in high target area.
1495	83	10	Big Leaf maple		Fair	Fair/poor	Moderate	Edge of embankment, history of top failure and large limb failure, new top growth poorly attached. Not suitable for retention in high target area.
1496	62	7	Western Red cedar		Fair	Fair/poor	Moderate	Dead snag. Remove.

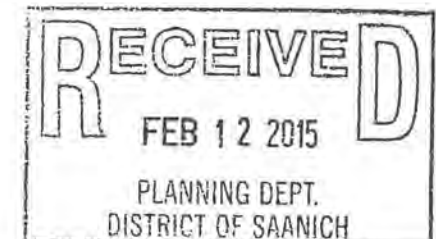
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1493	28, 47, 74	14	Big Leaf maple		Fair	Fair	Moderate	Narrow union, included bark at 74cm stem, deadwood. Not suitable for retention in high target area. Co-dominant stem also tagged as 1492.
1484	46	7	alder		Fair	Fair/poor	Poor	Poor taper. Not suitable for retention in high target area if new exposure occurs.
1588	10	2	Grand fir		Fair/poor	Fair	Poor	Suppressed.
9162	87	10	Western Red cedar		Fair	Fair/poor	Moderate	Edge of embankment, crown raised, co-dominant tops, woodpecker activity. Closer examination recommended if retained.
1589	40	6	Grand fir		Fair	Poor	Poor	Deflected top, crown raised. Not suitable for retention in high target area. Removal recommended.
1586	17	2	Pacific dogwood		Snag	Snag	Moderate	Previously failed, hung up in 9162. Unstable. Remove.
1587	16	2	Pacific dogwood		Poor	Poor	Moderate	Almost dead. Not suitable for retention in high target area.
1497	57	9	Grand fir		Fair	Fair	Poor	Not suitable for retention in high target area if new exposure occurs.
1498	65	10	Grand fir		Fair	Fair	Poor	Not suitable for retention in high target area if new exposure occurs.
1499	22	3	Grand fir		Fair	Fair	Poor	Suppressed.
1500	22	3	hemlock		Fair	Fair	Poor	Suppressed.

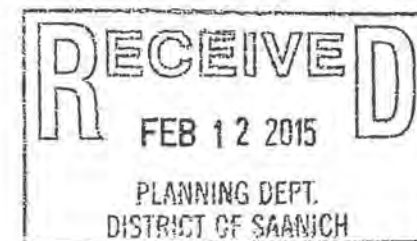
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1581	25	3	Western Red cedar		Snag	Snag	Moderate	Snag.
1582	43	5	Western Red cedar		Fair/poor	Fair/poor	Moderate	Broken top.
1593	100	12	Western Red cedar		Fair	Fair/poor	Moderate	Cavity with associated decay, woodpecker activity. Not suitable for retention in high target area if new exposure.
1592	20	3	Grand fir		Fair	Fair/poor	Poor	Suppressed, Small untagged dogwood at base.
1590	121	15	Western Red cedar		Fair	Fair	Moderate	Sparse top, trunk cavity, woodpecker activity. Closer examination recommended if retained.
1591	69	8	Western Red cedar		Fair	Fair	Moderate	Snag. Removal recommended or reduce in height by 1/3.
1652	85	10	Western Red cedar		Fair	Fair	Moderate	Deadwood, on slope.
1651	98	12	Western Red cedar		Fair	Fair	Moderate	Deadwood, on slope.
1650	50	8	hemlock		Fair	Fair	Poor	On slope.
1649	70	11	hemlock		Fair	Fair	Poor	On slope, deadwood.
1648	15	2	hemlock		Fair	Fair	Poor	On slope, growing from old stump.
1583	70	11	hemlock		Fair	Fair	Poor	On slope, large deadwood, pitch flow.

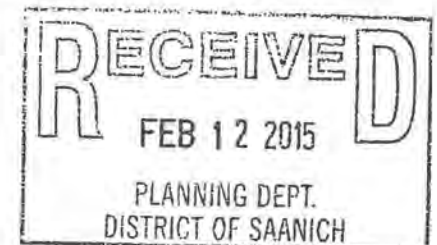
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1647	17	3	hemlock		Fair	Fair	Poor	On slope, suppressed.
1646	70	11	hemlock		Fair	Fair	Poor	On slope, large deadwood.
1584	22	3	Big Leaf maple		Fair	Fair	Moderate	Suppressed, surface rooted.
1585	18	2	Big Leaf maple		Fair	Fair	Moderate	Suppressed, surface rooted.
1594	55	7	Big Leaf maple		Fair	Fair	Moderate	On slope, deadwood, basal cavity.
1596	14	2	hemlock		Fair	Fair	Poor	Deadwood.
1597	10	1	Big Leaf maple		Fair	Fair	Moderate	On slope.
1595	26	4	hemlock		Fair	Poor	Poor	Suppressed, deadwood.
1645	50	8	Grand fir		Fair	Poor	Poor	Co-dominant tops, on slope.
1618	90	14	Grand fir		Fair	Fair	Poor	Co-dominant stem failed historically - decayed. Seam on backside.
1617	75	9	Western Red cedar		Fair	Fair	Moderate	Co-dominant tops.
1616	80	10	Big Leaf maple		Fair	Fair	Moderate	Large deadwood.

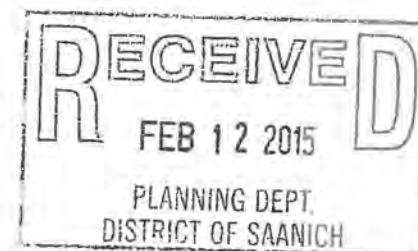
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1599	33	5	alder		Fair	Fair	Poor	Low live crown ratio, on slope.
1598	50	6	Western Red cedar		Fair	Fair	Moderate	On slope.
1611	26	4	alder		Fair	Fair	Poor	On slope, low live crown ratio.
1615	57	7	Western Red cedar		Fair	Fair	Moderate	On slope.
1610	26	4	alder		Fair	Fair	Poor	Low live crown ratio, on slope.
1609	26	4	alder		Fair	Fair	Poor	Low live crown ratio, on slope.
1613	70	8	Western Red cedar		Fair	Fair	Moderate	Ivy covered, on slope.
1614	104	12	Western Red cedar		Fair	Fair	Moderate	On slope.
1603	20	3	alder		Fair	Fair	Poor	Low live crown ratio, on slope.
1602	20	3	alder		Fair	Fair/poor	Poor	Low live crown ratio, burried in loose debris.
1601	20	3	alder		Fair	Fair	Poor	Low live crown ratio.
1600	20	3	alder		Fair	Fari	Poor	On slope.

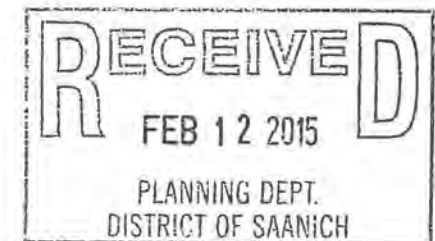
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1612	25	3	Big Leaf maple		Fair	Fair	Moderate	On slope.
1608	35	5	alder		Fair	Fair	Poor	Ivy covered, on slope.
1607	32	5	alder		Fair	Fair	Poor	Ivy covered, on slope.
1606	28	4	alder		Fair	Fair	Poor	Ivy covered, on slope.
1604	32, 33, 35, 36	15	alder		Fair	Fair	Poor	Weak unions, on slope, ivy covered, not suitable for retention in high target area.
1605	30	4	Big Leaf maple		Fair	Fair	Moderate	Ivy covered, on slope.
1636	clump	4	Hazelnut		Fair	Fair	Good	Edge of slope.
1637	15	2	alder		Fair	Fair	Poor	Low live crown ratio.
1634	20	3	alder		Fair	Fair	Poor	Failed historically, snag.
1622	20	2	walnut		Fair	Poor	Good	Partially uprooted, still alive.
1633	14	2	Big Leaf maple		Fair	Fair	Moderate	On slope.
1632	29	3	Big Leaf maple		Fair	Fair	Moderate	On slope.

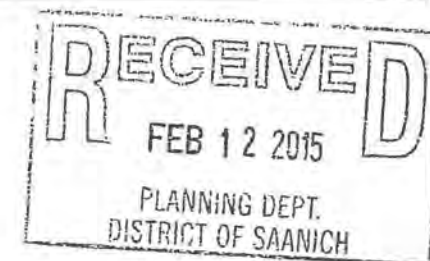
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1620	41	5	Big Leaf maple		Fair	Fair	Moderate	Deadwood.
1619	39	5	Big Leaf maple		Fair	Fair	Moderate	On slope.
1621	41	6	alder		Fair	Fair	Poor	On slope.
1624	15	2	Big Leaf maple		Fair	Fair	Moderate	Ivy covered, on slope.
1625	30	5	alder		Fair	Fair	Poor	Ivy covered, on slope.
1626	15	2	alder		Fair	Fair	Poor	On slope.
1627	30	4	Big Leaf maple		Fair	Fair	Moderate	On slope.
1628	45	7	Western Red cedar		Fair	Fair	Moderate	On slope.
1629	130	16	Big Leaf maple		Fair	Fair	Moderate	<i>Kretzschmaria deusta</i> at root collar, trunk decay, tri-dominant, large deadwood. Closer examination recommended if new targets are introduced.
1630	20	3	Grand fir		Fair	Fair	Poor	Suppressed.
1631	30	5	Douglas-fir		Fair	Fair	Poor	Low live crown ratio.
1638	70	11	Grand fir		Fair	Fair	Poor	On slope.

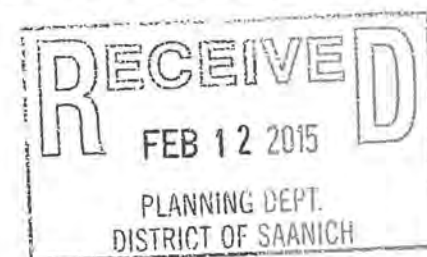
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1639	76	11	Grand fir		Fair	Fair	Poor	On slope.
1640	52	6	Western Red cedar		Fair	Fair	Moderate	On slope.
1641	80	10	Big Leaf maple		Fair	Fair	Moderate	On slope.
1642	70	11	Grand fir		Fair	Fair	Poor	On slope.
1643	61	7	Western Red cedar		Fair	Fair	Moderate	On slope.
1644	111	17	Grand fir		Fair	Fair	Poor	Bottom of slope, basal wound.
1488	25, 26	5	Plum	6	Fair	Fair/poor	Moderate	Mature tree, suppressed
1490	30	5	arbutus	N/A	Snag	Snag	Poor	Dead snag. Removal recommended.
1491	18	2	Western Red cedar	4	Fair	Fair	Moderate	
1486	15	2	Plum	6	Fair	Poor	Moderate	Heavy lean.
1487	20	2	magnolia	4	Fair	Fair	Good	
490	122	15	Sequoiadendron	12.0	Fair	Fair	Moderate	Growing in center of concrete driveway, roots lifting driveway.

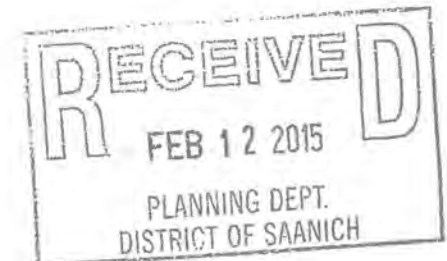
Prepared by:
Talbot Mackenzie & Associates
ISA Certified, and Consulting Arborists
Phone: (250) 479-8733
Fax: (250) 479-7050
email: Treehelp@telus.net



TREE RESOURCE
for
5117 Del Monte Avenue

<i>Tree #</i>	<i>d.b.h. (cm)</i>	<i>CRZ</i>	<i>Species</i>	<i>Crown Spread(m)</i>	<i>Condition Health</i>	<i>Condition Structure</i>	<i>Relative Tolerance</i>	<i>Remarks / Recommendations</i>
493	48	5	Austrian pine	10.0	Fair	Poor	Good	History of co-dominant stem failure, co-dominant tops with weak union. Removal recommended.
491	50	5	leylandii	10.0	Fair	Poor	Good	History of top failure, poor structure.
492	16	2	Ornamental cedar	4.0	Fair	Fair	Moderate	Suppressed.
0801	45	7	arbutus	12.0	Fair	Fair	Poor	Leaning toward existing residence, may be impacted by servicing.

Prepared by:
Talbot Mackenzie & Associates
 ISA Certified, and Consulting Arborists
 Phone: (250) 479-8733
 Fax: (250) 479-7050
 email: Treehelp@telus.net



October 9, 15

RE: 5117 Del Monte Ave, Saanich BC

Dear Saanich Planning Department,

The Cordova Bay Community Association was presented the plans for 5117 Del Monte Ave and has no objections to the project. The current land owners consulted the neighborhood and our association thoroughly.

Sincerely,

Cordova Bay Community Association



2870 30 Del Monte (5117)

From: Leslee Bolin [redacted]
To: "clerksec@saanich.ca" <clerksec@saanich.ca>
Date: 5/10/2016 9:23 PM
Subject: Re: Proposed development for 5117 Del Monte Ave.

We are unable to attend the May 16, 2016 Committee of the Whole Meeting where the proposed development of 5117 Del Monte Avenue is scheduled to be reviewed.

In lieu of our personal attendance, we would like to offer the following input:

We live at [redacted] Del Monte Ave and have done so for 30 years. We are not supportive of the proposal to create five (5) residential lots on the property known as 5117 Del Monte for the following reasons:

The additional driveways coming onto Del Monte at this particular curved portion of Del Monte will add unreasonable danger to the cars coming out of the driveways, through traffic, bicycles and pedestrians due to the limited visibility and the fact Clutesi St feeds in adjacent to the proposed development.

The density of five homes along this frontage will negatively impact the unique character and ambience of the neighborhood by reducing green space and wildlife habitat. We are still often able to spot owls and woodpeckers in the 5100 block of Del Monte and don't want to lose that.

We are not generally opposed to redevelopment and would support an amended proposal for fewer homes, ideally, 3 maximum on this property.

Thank you,

James and Leslee Bolin

[redacted] Del Monte Avenue

Victoria, BC [redacted]

[redacted]

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LEGISLATIVE DIVISION
DISTRICT OF SAANICH

2870 30 Del Monte

From: Gilda McGrath
To: <clerksec@saanich.ca>
Date: 5/9/2016 5:51 PM
Subject: Proposed Subdivision, 5117 Del Monte Ave

To the Committee of the Whole Meeting: May 16th, 2016

To Council,

I have been the owner and resident of [redacted] Del Monte Ave since October 1996. I would like to say a few things that I would like you to consider with regard to the subdivision at 5117 Del Monte Ave.

While I do not resist change nor do I oppose the subdivision, most anything is better than the eye-sore that it is currently. I would like to see no more than 3 houses with only 3 driveways backing onto Del Monte Ave but NOT 5 houses and 5 driveways. This road frontage is not that much bigger than the wooded property that was across and just south where 3 new homes currently sit. The proposed 5 lots are all smaller than what is currently in this area and should NOT BE APPROVED. This is not an area where houses are all crowded together, nor should we start to allow that. That is the beauty of living up here in this area. Never mind all the trees you will be removing on the front half of the property and the increased noise level. I am dead-set against 5 additional multi-family houses.

I drive this road almost every day and usually in the afternoon when the high school kids, about 25 - 30, are heading home, heading north on Del Monte Ave. 95 % of those kids are walking in the middle of the road, on the wrong side of the road and are plugged in with their backs to traffic. With an additional 5 houses, each with a rental suite, you are adding an additional 3 - 4 cars per house. As we see everyday, most do not park in their garage let alone their driveways and park on the road instead. We see many near misses with too many parked cars, lots of pedestrians and speeding vehicles, it's an accident waiting to happen. Maybe you could also consider a sidewalk or speed bumps to make it safer for pedestrians and vehicles alike.

Thank you
Gilda McGrath
[redacted]

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DISTRICT OF SAANICH

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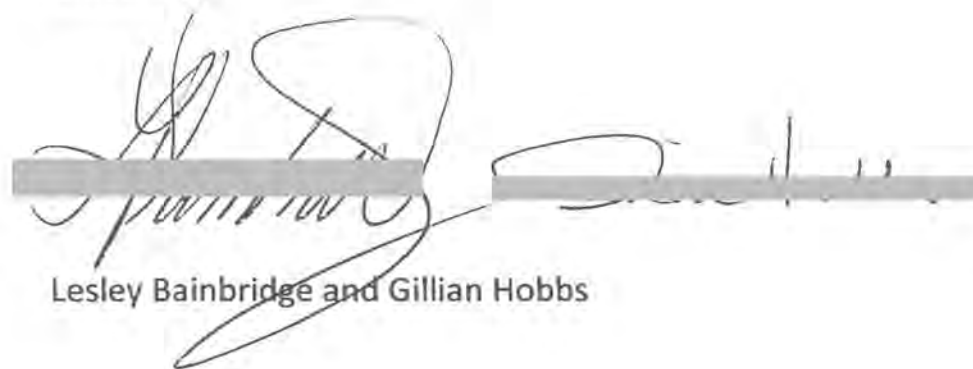
positively the wood, stone and earth tones required in the design. They will enhance the quality of the road significantly.

The proposed development appears to fit in well with the Official Community Plan and the Cordova Bay Local Area Plan. We are also cognizant of the 51% or 5,697 square meters of land that is to be donated and added onto Doumac Park. This is very generous and ensures that the remainder of the property will not be further developed or destroyed.

Walking in this area is hazardous as there are no sidewalks and cars that drive much too quickly. The full frontage improvements that we understand are included in the plans, including the provision of a 112 meter long pedestrian sidewalk, will improve safety in the immediate vicinity. The widening of the road allowance and adequate off-street parking will also provide an improved sight line for traffic and pedestrians.

In summary we remain highly supportive of the proposed development and look forward to the results of the meeting of the Committee of the Whole.

Sincerely,

The image shows two handwritten signatures in black ink. The first signature is on the left and is partially obscured by a grey horizontal bar. The second signature is on the right and is also partially obscured by a grey horizontal bar. Below the signatures, the names 'Lesley Bainbridge and Gillian Hobbs' are printed in a standard black font.

Lesley Bainbridge and Gillian Hobbs

2870-30/Del Monte

From: Keith Darcel
To: "planning@saanich.ca" <planning@saanich.ca>
Date: 8/13/2015 8:06 PM
Subject: Re proposed developments on Del Monte

<input checked="" type="checkbox"/>	ACKNOWLEDGED
<input checked="" type="checkbox"/>	CLERKS
	REPLIED

Re 5197 Del Monte Ave
And 5117 Del Monte Ave

The first proposal takes the one lot and subdivides it into 4 lots. The second takes one lot and divides it into 5 lots. My concern is that the higher density housing is not supported by the existing infrastructure - specifically the lack of sidewalks in the area between those properties and the high school. Increasing the population density and hence vehicular traffic will add to the danger faced by pedestrians, specifically children, along that street. I think there should be a complete moratorium on increasing the population density in this area until such time there is a sidewalk on both sides of the entire length of Del Monte and consideration is given to pedestrian safety in the rest of the neighbourhood (which would also be impacted by increased vehicular traffic from these developments). I presume the lack of sidewalks is the result of poor urban planning in taking these and other rural lots in the area and rezoning them for development without this consideration.

Your reply is appreciated

Keith and Sylvia Darcel

Sent from my iPhone

POST TO	<i>Ken</i>	POSTED	<i>Aug 17</i>
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INFORMATION	<input checked="" type="checkbox"/>		
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AUG 17 2015
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

ENTERED
IN CASE

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AUG 14 2015
PLANNING DEPT.
DISTRICT OF SAANICH

Del Monte

subd 741

v-Res

ClerkSec - Increased density on Delmonte Ave.

From: "sandy ball"
To: "Mayor" <Mayor@saanich.ca>
Date: 7/12/2015 1:31 PM
Subject: Increased density on Delmonte Ave.

POST TO: Gen POSTED: 2015 7/15
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ACKNOWLEDGED: dm

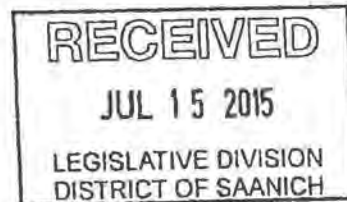
Dear Mayor and Council.

There are currently two subdivision applications on Delmonte Ave. 5117 Delmonte this is a five lot application RS10 and 5197 Delmonte Ave. this is a four lot application RS12. We are opposed to both these applications.

Recent history of subdivision applications in our neighbourhood.
Council meeting September 9th, 2008.
759 Helvetia Crescent four lot subdivision.
763 Helvetia Crescent two lot subdivision, panhandle.
771 Helvetia Crescent two lot subdivision, panhandle.

Council meeting October 1st, 2012
5147 Delmonte Ave. four lot subdivision.

Council meeting July 22, 2013
5197 Delmonte Ave. four lot subdivision.



All these applications were rejected by Mayor and Council. Residents and Council stated this is not an area for increased densification and it is car dependent. Development would change the character of this neighbourhood. This unique neighbourhood must be preserved and protected.

There are nine large properties on Delmonte Ave. each with the potential of four or more lots. This has the potential for a total of 36 homes and a minimum of 72 more vehicles in this neighbourhood.

We are very concerned if any subdivision applications are approved it would set a precedent and many other large properties would fall like dominos to development.

In fairness to residents and developers and to protect this neighbourhood from increased density we ask Mayor and Council to please change the local area plan for all properties in the containment area bordering Claremont, Delmonte, Santa Clara and Cordova Bay Road. Lot sizes to be restricted to half acre lots.

We need your help and look forward to your response.

Sandy and Syd Ball
Helvetia Crescent



Del Monte



July 7, 2015

File No.: 14-283 (2)

District of Saanich – Planning Department
770 Vernon Avenue,
Victoria, B.C. V8X 2W7

Attention: Liz Gudavicius, Subdivision Coordinator

✓ sheets K

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<input checked="" type="checkbox"/>	CLERKS		
	REPLIED		

RE: 5117 Del Monte Avenue – Public Open House Summary

On Wednesday, June 24, 2015 between the hours of 7:00 and 9:00 PM a Public Open House was held at the Cordova Bay United Church located on Claremont Avenue for the rezoning/subdivision application at 5117 Del Monte Avenue.

A total of 56 invitations were hand delivered on Wednesday, June 10th to dwellings located within 100 meters of the subject property. Also an email invitation was forwarded to the Cordova Bay Association for Community Affairs.

A total of 10 display boards were created which included the property location, existing zoning for the area, excerpts from the Cordova Bay Local Area Plan and the Official Community Plan, Preliminary Engineering Concept, Tree Survey Plan, proposed lot layout and density, and form and character drawings of the proposed dwellings.

Attendees were requested to register and complete a questionnaire. A total of 13 people registered for the event and 9 completed the questionnaire.

Peter Ferguson, the Project Engineer, also attended and along with myself answered questions posed by the attendees.

The following is a list of the tabulated results of 8 questions asked of the attendees. They were asked to respond if they Strongly Disagreed, Disagreed, No Opinion, Agreed or Strongly Agreed.

Question #1

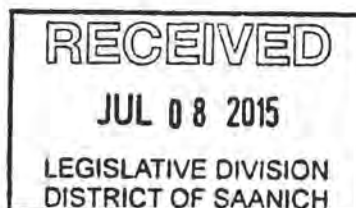
The Local Area Plan states that single family dwellings are to remain the predominant housing type outside the Village Core. Do you agree with this?

- 1 – Disagreed
- 8 – Strongly Agreed

Question #2

Retention of urban forests is an important component of this development. Do you support this approach?

- 1 – Strongly Disagreed
- 8 – Strongly Agreed



ENTERED IN CASE



#500 – 3960 Quadra Street
 VICTORIA, B.C. V8X 4A3
 PLANNING DEPT.
 DISTRICT OF SAANICH
 Phone: 250-370-9221



Question #3

The average lot size for this RS-10 development is 1,037 square meters which exceeds the Local Area Plan requirement of 930 square meters with no variances being requested. Do you support this approach?

- 1 – Strongly Disagreed
- 1 – No Opinion
- 1 – Agreed
- 6 – Strongly Agreed

Question #4

Maintenance of the neighbourhood character is important when considering new development in established areas. Does the form and character of the dwellings presented exhibit that?

- 1 – Strongly Disagreed
- 1 – No Opinion
- 1 – Agreed
- 6 – Strongly Agreed

Question #5

House sizes will be restricted to that permitted in the RS-8 zone. This means RS-10 sized lots with RD-8 sized houses or larger lots and smaller houses. Do you support this approach?

- 1 – Strongly Disagreed
- 1 – Agreed
- 7 – Strongly Agreed

Question #6

The Local Area Plan identifies a future sidewalk on Del Monte Avenue. Do you support this?

- 1 – Strongly Disagreed
- 8 – Strongly Agreed

Question #7

OCP Policy is to support a variety of residential building types in Neighbourhoods like single family dwellings, duplexes, triplexes, fourplexes, townhouses, low-rise apartments and mixed-use commercial/residential uses. Would single family dwellings be your choice of the above uses?

- 1 – Agreed
- 8 – Strongly Agreed

Question #8

Would you support this proposed development?

- 2 – Strongly Disagreed
- 2 – No Opinion
- 1 – Agreed
- 4 – Strongly Agreed

Replies to the questions make it quite evident that a significant percentage of the respondents agreed or strongly agreed with the questions posed.



Comments and suggestions were also encouraged and are indicated below:

- I very strongly support the development of this property.
- We value the privacy of our garden and would like assurance that this will be taken into consideration by the developer(s).
- We are very anxious that the houses built add to the neighbourhood by keeping an "urban forest" style as per the initial drawings.
- I urge the approval of the development and the activity to start as soon as possible
- I am strongly in support of this development.
- I am concerned that every effort be made to minimize the impact on our back garden when connecting the sewer line, particularly on the new shed / lean-to.
- I request that the 5117 Del Monte side of our fence be excavated to remove all bindweed, blackberries, kiwi vines and other invasive plant species that impact our garden.
- I strongly support a sidewalk on Del Monte Avenue and requires that consideration be given to a traffic calming device to slow traffic coming around the bend. This is an ongoing safety hazard that should be corrected.
- We desperately need a sidewalk on Del Monte; it only a matter of time before one of the local school kids gets mown down.
- There should be an absolute ban on development / extensions to the rear of the properties
- Parking. These days many families have more than 2 cars!
- Some nice ideas fellas but 3 or 4 houses is in fitting with the area.
- I would prefer 4 properties, ideally with a covenant against secondary suites, or at worst, a covenant limited to immediate family only. Traffic is an ongoing concern in this area and pedestrian safety is also a concern.
- Notwithstanding 51% dedicated to park land, 5 houses is too many - 4 will work. No secondary suites to be allowed. Parking – along with reduction to 4 lots, need allowance for additional parking. Current plan is unworkable for parking. Not only visitors but typically 2 storey houses use the garage for storage, not parking. Bank stabilization? Additional drainage required through property?

If you require more information on the Public Open House please feel free to give me a phone call.

Sincerely,
McElhanney Consulting Services Ltd.

Dave Smith, MCIP, RPP
Senior Planner, Municipal

Planning - Re: Rezoning of 5117 Del Monte Avenue

From: Sharon Hvozdzanski
To: Klassen, Gerald
Date: 7/7/2015 8:45 AM
Subject: Re: Rezoning of 5117 Del Monte Avenue
CC: Matanowitsch, Jarret; PlanSec, Floater ID

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

Hello Ms.(June) & Mr. Klassen,

Thank you for taking the time to write us with your thoughts and concerns about the property on Del Monte Avenue. By way of cc I have passed this information on to Jarret Matanowitsch, Manager of Current Planning who is overseeing the file. We will also ensure that the letter is included in Council's agenda package when this application goes before them for review and consideration.

In the interim if you have any questions or wish to bring to our attention further concerns, please do not hesitate to contact Jarret or myself.

Regards

Sharon Hvozdzanski
 Director of Planning
 District of Saanich

>>> Gerald Klassen 7/6/2015 11:00 PM >>>

We are opposed to the rezoning of 5117 Del Monte Avenue, for a number of reasons. Firstly, any infill development in this area is not sustainable. Each new lot will create up to 10 more trips per lot which would mean another 40 trips in a car dependent neighbourhood. This is not sustainable development which the Municipality should not support.

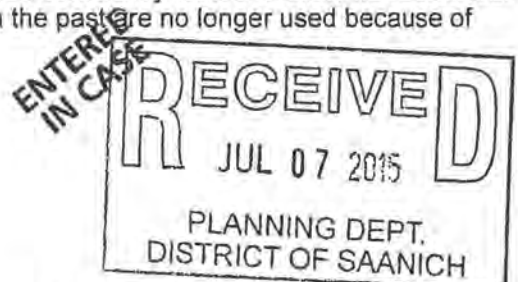
Moreover, a rezoning to RS-10 is not in character with adjacent properties. Properties adjacent to 5117 are zoned RS-12. While the RS-10 zone means a smaller house it still allows large homes that are not in keeping with sustainable development in the era of heightened concern for the environment. If Saanich wants to support and take part in sustainable development this must be reflected in rezoning applications.

In addition, Del Monte Avenue, north of Claremont has had very little done to it since 1970 considering the increased traffic volume. This development will add 4 additional driveways to a curving road. Saanich did try to improve lane control at Helvetia and Del Monte but those improvements have disappeared and have not been replaced.

The Municipality gains some park land from this development. The land gained in this development is not developable because of it's steepness and as such would remain in it's present state whether it was park or retained by the land owners it stability of the slope is to be maintained. Thus, the Municipality is gaining a liability and the developer is reaping the benefit.

There is also a concern that the property, prior to 1970, was used for a sawmill operation. This included treating of the lumber with preservatives and fungicides. Has this property been sufficiently tested to allow fro residential development, as a number of the compounds used to treat lumber in the past are no longer used because of environmental concerns.

June and Gerald Klassen
 Del Monte Avenue



Del Monte Avenue
Victoria, BC

Tel.

June 29, 2015

Chuck Bell
Local Area Planner
and
Liz Gudavicius
Subdivision Coordinator
District of Saanich
770 Vernon Avenue
Victoria, BC V8X 2W7

ACKNOWLEDGED
WORKS
REPLIED

L.G.
(cc: Chuck)

JM	✓
CB	CB
LG	✓

RETURN TO
ME FOR FILING



RE: Proposed Subdivision of Lot B, Sections 45 and 46, Lake District, Plan 9363

File: SUB 00741; REZ 00557 : 5117 Del Monte Avenue

ENTERED
IN CASE

Dear Chuck Bell and Liz Gudavicius:

We are joint owners of Del Monte, immediately to the south west of the proposed subdivision and have lived on this property since May 1991. While it is perhaps inevitable that 5117 Del Monte, currently A-1 Rural Zone, be subdivided, we have several concerns that should be considered during the rezoning application process. Our concerns relate to the **proposal's impact on streetscape, neighbourhood character, traffic and safety.**

First, the proposal would significantly alter the existing streetscape of Del Monte Avenue by removing virtually all of the trees between Del Monte Avenue and the top of the steep bank that slopes toward Doumac Ravine. While we understand the applicant is proposing to dedicate some land as park, the real reason for this is more likely due to the sloping land being unsuitable for building. The addition of some land to the existing park will do little to respect and maintain the streetscape.

Second, the proposal calls for five lots, with each new house situated close together. This type of density does not conform to the existing density along Del Monte and further detracts from the streetscape, degrading the attractive semi-rural character of the street. The final result, if approved, would be a section of Del Monte displaying a cookie cutter image common in more profoundly suburban areas – an anomaly that would likely affect future planning.

Third, the proposal has serious traffic implications. 5117 Del Monte lies along a section that contains two sharp bends. Between Piedmont Drive and 5085 Del Monte are a total of 14 driveways. In addition, Murphy Place services 6 properties and Clutesi Street services 19 homes. The current subdivision proposal would add *5 more driveways.*

.../2



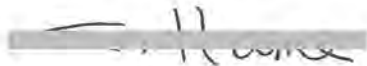

2.

Hundreds of pedestrians, mostly high school students going to and from Claremont School and younger students walking to and from designated school bus stops, walk along this section of road every week day. On weekends, Del Monte Avenue is popular with bicycle clubs. Local residents walk this route throughout the week, a section of road that is notorious for speeding traffic. Currently *all of the pedestrian traffic is on the road* as there is no sidewalk.

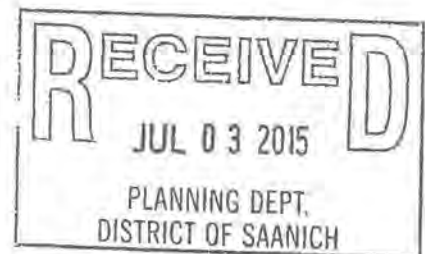
We attended the Open House on Wednesday, June 24, and heard similar concerns voiced by other residents. But what astounded us was a comment from someone who appeared to be associated with the development proposal: that since Del Monte Avenue was "*a dead end road, adding 5 more driveways should not be an issue*". Clearly there is a serious lack of understanding about the nature of existing traffic flow along Del Monte Avenue and most likely other roads in Cordova Bay.

We trust that you will forward this letter to Council so that our concerns are heard during their examination of this project proposal.

Sincerely,

Brian and Christine Hume



Planning - RE: Subdivision Application - 5117 Del Monte Ave - File#SUB00741 REZ00557

From: Al Heron [REDACTED]
 To: "planning@saanich.ca" <planning@saanich.ca>
 Date: 6/9/2015 11:47 PM
 Subject: RE: Subdivision Application - 5117 Del Monte Ave - File#SUB00741 REZ00557
 CC: [REDACTED]

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED
	REZ00557

Dear Sir or Madam,

I recently received the notice of rezoning indicating the proposed creation of 5 (RS-10 Single Family Dwellings) on 5117 Del Monte Avenue, however, the sign posted on the property is indicating 5 (RS-11 Single Family Dwellings). Can you please confirm which zoning is being applied for?

I also have the following concerns with respect to the rezoning application...

1. I understand that as part of the above rezoning application that the construction of secondary suites is also part of the plan for each of the (5) properties. I was not advised of this by the Applicant and I am definitely opposed to the additional traffic and density that this concept will create in a moderately high traffic zone with blind corners, along an 'S' bend. Please note that many students walk to/from school past this property and there are existing concerns with excess speed and cars frequently ignoring stop signs in the area. If we are forced to accept secondary suites then only a maximum of 3 properties should be allowed to minimize additional traffic. If the plan for secondary suites can be cancelled then I would support a maximum of 4 properties.
2. Overall, the 5 proposed properties will not fit on this 5117 Del Monte, given the significant impact of the encroaching ravine and hazardous traffic conditions. Can Saanich provide any information as to how they will manage the deteriorating condition of the ravine in order to stabilize the ravine embankment for these new homes? Is any section of the ravine property slated to be transferred to Saanich upon acceptance of the plan? If so, I would highly recommend soil stabilization, plus an extension of the 'wire reinforced' creek bed from Doumac park to the base of this property.
3. Traffic calming initiatives and possibly a sidewalk along this stretch of road could help minimize potential collisions and make it safer for the general public walking to/from school. During the mornings, mid-afternoon's and evenings, this winding treed section of Del Monte Avenue is particularly dangerous for pedestrians, as previously mentioned.
4. I also have been notified that there will be a sewage connection and two access points (with man hole covers) installed on the existing sewage system on the right of way on 821 Piedmont Gardens. An arborist connected to the project recently came by and concluded a large Douglas fir on the property and possibly 1-2 Leyland trees on the lot line would need to be removed to access the pipeline. I would want written assurance and a project plan with specific timelines to confirm that any tree removal, fence replacement (along the shared lot line), landscaping/lawn replacement and sprinkler system repair (if needed), be completed at the Applicant's expense, as part of the project. Several Leyland trees run down the north-end lot line and I believe they were

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 DISTRICT OF SAANICH

planted by the owner at 5117 Del Monte originally.

5. Lastly, I am very interested in the next steps of this review process including any dates/times/locations of meetings. Can you please confirm the notification process for these events.?

In closing, while I am in favour of the project proceeding I can only agree with the above considerations in mind, particularly, the consideration relating to the elimination of secondary suites from the plan and a maximum limitation of 4 properties to preserve the appearance of the neighborhood (this may mean conversion of these properties to RS-12 to match others in the area).

Thank you in advance for your consideration!

Regards!

Al Heron

█ Piedmont Gardens,

Victoria, BC █
█

Planning - Cordova Bay Subdivision - Del Monte - File #: SUB00741 REZ0557

From: "Errol/Toni Collinson" [REDACTED]
To: <planning@saanich.ca>
Date: 6/8/2015 9:54 AM
Subject: Cordova Bay Subdivision - Del Monte - File #: SUB00741 REZ0557

Dear Sir/Madam – In reference to the application for re-zoning 5117 Del Monte from A-1 (Rural Zone) to RS 10 (later in the process changed to RS 11), we strongly object.

We are Toni and Errol Collinson, residing at [REDACTED] Piedmont Gardens – owners at this location since 1988. Over that period the neighbourhood has changed greatly but still maintains a very comfortable residential/rural ambience and the services in the area including sidewalks (none), roads (2 lane), street lights etc reflect that single family, semi-rural residential character.

The property in question has been an eyesore for many years and over time has been inhabited by various folks including drug dealers, petty criminals and other low life after the owner of record moved away. The owner has let the property fall into total disrepair with the obvious intention of making neighbours so desperate to get something attractive in its place that we would accept a plan that guarantees an additional 4 lots entering the road at a difficult corner and at least 10 families (massive homes, at least double the size of current homes in the area) with the addition of (conservatively) 15 cars/trucks on the street or in the crowded driveways of the properties.

The whole essence of this proposed plan is exemplified by the initial submission calling for RS 10 followed by a change to RS 11 late in the submission process to try to ensure even more profit without alerting many neighbours who will read only your 20 May letter and not the application on your website.

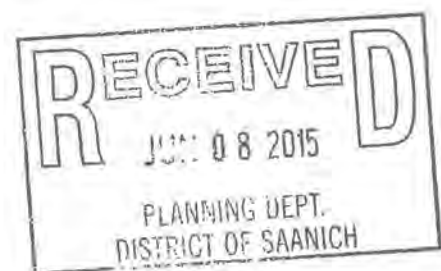
A maximum of 4 single family homes of a size and character to fit into the area (RS 10) would be welcomed, not this current (RS 11) proposal.

Respectfully,

Toni and Errol Collinson

[REDACTED] Piedmont Gardens

Victoria BC, [REDACTED]
[REDACTED]
[REDACTED]



Planning - Rezoning Referral Ministry File 2015-02792

5117 Del Monte

From: "Koch, David TRAN:EX" <David.Koch@gov.bc.ca>
To: "liz.gudavicius@saanich.ca" <liz.gudavicius@saanich.ca>
Date: 6/4/2015 2:43 PM
Subject: Rezoning Referral Ministry File 2015-02792

Hello Liz,

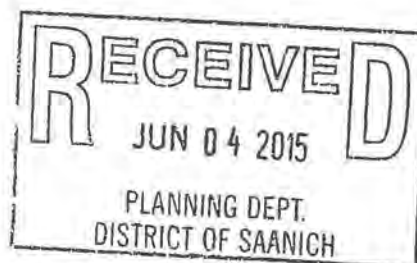
Please accept this email as an official response to your rezoning referral (REZ00557 – 5117 Del Monte Ave)), Ministry File 2015-02792.

The Ministry has no objections to the proposed rezoning and requires no additional requirements for approval. Please forward the certified bylaw forms to our office for completion at your convenience.

If you have any questions or concerns please feel free to contact me.

Thank-you,

David Koch
District Development Technician
Office: (250)952-4489
Mobile: (250)812-7305
Saanich Area Office:
240-4460 Chatterton Way | Victoria BC | V8X 5J2



ENTERED
IN CASE

✓	ACKNOWLEDGED
✓	CLERKS
	REPLIED

5117 Del Monte
SUB00741

JM	✓
CB	FB
LG	✓

File #: SUB00741 REZ00557

Del Monte Ave.
Victoria, B.C.

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RESPOND

May 29, 2015

From: John Lydon
To: **Saanich Planning** Subdivision Services
Re: File #: SUB00741 REZ00557 5117 Del Monte Ave.
Lot B, Section 45 & 46, Lake District, Plan 9363

Greetings,

I wish to comment on the proposal to rezone 5117 Del Monte Ave., a truly unique property, **A1-Rural Zone**, situated beside our property. .

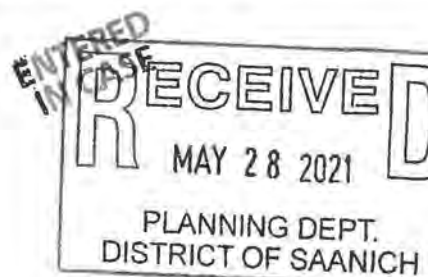
As our family lives at Del Monte Ave., on the southern border of the said property, we are concerned as this proposal would negatively impact the quality of our property and life, as well as the immediate neighborhood and the urban forest environment.

As such, I wish to point out **numerous discrepancies** between this proposal and both the Saanich Official Community Plan (SOCP) and the Cordova Bay Local Area Plan (CBLOP).

"Maintenance of neighbourhood character is of paramount importance when considering new developments within established areas. Building style, exterior finish, massing, and height, and maintenance of contiguous tree cover, are factors that impact on the ability of a new development to integrate into established neighbourhoods."

(P.4-20, Saanich Official Community Plan)

"The thrust of the policies is to maintain Cordova Bay as a partly rural and partly suburban community" **(CBLOP, Preface)**



CBLAP Community Goals #2... the rural character outside the Urban Containment Boundary to be retained.

CBLAP Community Goals #12 Retention, restorations, and/or enhancement of urban forests, watercourses, riparian zones, and other environmentally significant features.

The proposal cannot be said to be maintaining neighbourhood character. In particular because:

- the increase in housing **density**,
- the the size and closeness of the houses to our property and each other
- the loss of tree cover/urban forest
- the overall design reflects a disconnect from the area's housing norms, unique features, and the Local Area Plan.

Environmental Issues

Policy 5.1 “Encourage protection of indigenous vegetation, wildlife habitats, urban forest landscapes and sensitive marine environments within Cordova By when considering applications for change in land use”.
(CBLAP p.14)

There are numerous trees on this property. This proposal will result in a major alteration of vegetation and the urban forest of this rural property.

Density Issues

Two of the lots, at 919 m², and 796m² , are small, by the area standard minimum of 930m² (**CBLAP, p.18; CBLAP Policies 7.2, p.22**).

All the houses are close to each other, much like row housing. There will be no green space on any south facing wall of these 5 proposed houses as it is too narrow for sunlight.

Setbacks

The 1.5 meter setback from our property **is especially close**, especially since our setback North/south is 1.5 meters. Please refer to the PDF. This project is also of concern given the requisite loss of trees, loss of privacy, and increased noise. It is difficult to see how this project proposal is taking into account the local context and **“maintaining the overall neighbourhood character” (CBLAP p.18)**

Besides its major impact on our particular property, this proposal would diminish the character of Cordova Bay ridge, altering both a unique property and negatively impacted the character of the area. Approving, essentially, a high density housing project, would affect pedestrian safety, traffic and the urban forest landscape, eroding of the area's uniqueness and desirability as a neighbourhood. It would also set a poor precedent for future development in the area.

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My questions are:

- 1/ Is there an onus on the developer to follow the SOCP and CBLAP when drawing up a project proposal?
- 2/ What is the usual sequence of events in the subdivision review process?

I look forward to your response and the furthering of this conversation.

Sincerely, John Lydon

Resident, [redacted] Del Monte Ave. [redacted]

	ACKNOWLEDGED
✓	CLERKS
	REPLIED

Del Monte Avenue
Victoria, B.C.

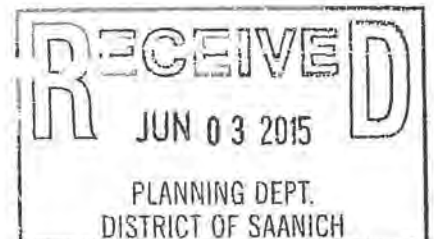
Phone:

Email:

May 28th, 2015

Liz Gudavicius
Subdivision Co-ordinator
Planning Department
District of Saanich
770 Vernon Avenue
Victoria, B.C., V8X 2W7

ENTERED
IN CASE



Re: File #: SUB00741 / REZ00557

Dear Ms. Gudavicius:

Thank you for the opportunity to provide feedback on the proposed redevelopment of 5117 Del Monte Avenue. It is of particular interest to us since we live next door on the north side of the property. We are STRONGLY in support of redevelopment and are anxious for it to go ahead for the following reasons:

1. First and foremost, the existing property is a fire trap. In winter, 2014, the garage roof caught fire. We noticed it, called 911 and alerted the tenant next door who had no idea it was happening. Last summer, we noticed a fire in the driveway that had not been noticed by the tenant. The house and garage roofs next door are completely overgrown with vines and are tinder dry in summer. It would take very little for them to ignite and threaten the entire neighbourhood.
2. Along the shared fence line, we have spent hours digging up noxious and invasive weeds coming under the fence and cutting back blackberry and kiwi vines coming over the top. We love our garden and property and it is frustrating to live next door to owners/tenants who couldn't care less about their's.
3. A significant amount of discarded equipment and other rubbish has been tipped down the back of the property and is likely harmful to the environment.
4. The property is an eyesore and looks as though it should be condemned. The owners/tenants have no interest in maintaining it unlike other properties in the area which are neat and well managed.

We would be very happy to work with the developer to ensure that our privacy is not compromised as our garden is private on all sides except 5117 Del Monte. We would also like to recommend that attention be paid, during the development, to Del Monte Avenue itself and traffic safety. There is a sharp corner at the edge of the property to the south of us, in front of 5117 Del Monte, that obscures traffic. Cars move very fast

along the road yet there is no traffic calming device and no "hidden driveway" sign such that we are at risk every time we leave our driveway.

While it seems that 5 two-storey homes on the property may be somewhat crowded, (we would prefer 4 or 5 rancher style homes), our primary interest is for the lot to be developed to reduce fire risk, minimize environmental damage and improve the look of our neighbourhood.

In closing, we cannot state strongly enough how much we support the redevelopment of 5117 Del Monte Avenue. We would be pleased to answer any questions and/or expand upon any of our concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lesley Bainbridge & Gillian Hobbs", is written over a thick horizontal grey line.

Lesley Bainbridge & Gillian Hobbs

